

Quentin Reynolds Experiences Hell of Dive Bombing Attack—Page 5

Only Edmonton Newspaper
Owned and Controlled
By Edmonton People

SIXTY-SECOND YEAR

EDMONTON, ALBERTA—WEDNESDAY, OCTOBER 21, 1942

TIDE OF UNREST SWEEPS EUROPE

German Air Force Attacks Allies

BOMB BASES IN SOLOMONS ALEUTIANS

Allies Pound at Japs in Pacific

NAZIS WEAKENING

Smuts Declares Stage Set For Offensive Phase of War

By GLADWIN HILL
LONDON, Oct. 21.—(AP)—The Allies are at the threshold of "the offensive phase of the war," Field Marshal Jan Christian Smuts, prime minister of South Africa, told 1,000 members of Britain's parliament today in a session decreed by Prime Minister Churchill as "in many ways unprecedented."

Today's War Moves

By LOUIS F. KEEMLE

British Press

History apparently is repeating itself in Germany's submarine warfare against Allied shipping. In 1917-18 unrestricted U-boat campaign snatched its peak and had the Allies near defeat. Admiral Jellicoe advised the Prime Minister that the loss of shipping might soon force the Allies to sue for peace.

By prodigious effort and an improved convoy system, the menace was overcome. Sinkings declined rapidly and the rate of shipbuilding outstripped losses.

It would be unwise to assume, on the basis of recent cautious but somewhat more cheerful statements in London and Washington, that the

Continued on Page 2, Col. 4

London Marks

Trafalgar Day

LONDON, Oct. 21.—(AP)—Copies of newspapers dated 1805 reprinted Nelson's victory at Trafalgar were displayed on Trafalgar Square today beside the latest edition chronicling the addition of the two mighty battleships, the Anson and Howe, to the Royal Navy.

Lord Nelson's last signal fluttered from the column on which stands a statue of the Admiral, and at its foot were banded wreaths, floral garlands and other tributes to the navy's heroes of all wars.

Today was Trafalgar Day, the 175th anniversary of the battle fought over the French and Spanish fleets.

Flying Fortresses

Raid Lorient Base

LONDON, Oct. 21.—(AP)—A communiqué reported tonight that American Flying Fortresses today carried out an attack on the Nazi submarine base at Lorient, and an airplane near Cherbourg today. Three Boeing bombers were reported missing.

Prominent West

Executive Dies

WINNIEPEG, Oct. 21.—(CP)—Thomas T. Wadon, former president of the Manitoba Electric Power Commission, died at his home here last night.

Today's News

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Nazi Assaults At Stalingrad Again Weaken

By ROGER D. GREENE

Associated Press Staff Writer

Hitler's latest week-end offensive against Stalingrad was reported dwindling today as cold rain again drenched the cemetery streets, and Russian headquarters announced the Red armies had held their lines unbroken for 48 hours.

It was the 88th day of Siege, just five days short of equalling the historic Russian stand in the nine week Siege of Odesa last year.

German field headquarters acknowledged the Russians were launching powerful diversion attacks against the Nazi-Germans' flank, north of Stalingrad, but asserted they had been repulsed in heavy fighting.

STRESS BAD WEATHER

For the second successive day the weather has been a factor in the conditions along the battle line, saying that rain were hampering operations both in the Stalingrad zone and in the Caucasus.

At the end of the day, our troops firmly held their positions," Soviet headquarters reported in its mid-night communiqué.

German losses were estimated as high as 70 per cent of their effectiveness in the new drive which began Tuesday.

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Men and Ships Of R.C.N. Will Avenge Losses

By JOHN H. WIGGINS

WASHINGTON, Oct. 21.—(AP)—Allied domination of the skies in the West Pacific battle front appeared growing mightier today as bombers raided Japanese invasion bases from the Aleutians to the Solomons.

Allied bombing of enemy troops and supply concentrations in the Solomons seemed to have been stalled, at least temporarily the full force of a Japanese thrust to retake the American-held Guadalcanal airbase and win control of the Southwest Pacific.

While a large force of Japanese warships and auxiliary vessels sailed toward the Solomons and reinforced enemy troops on northwestern Guadalcanal still held an expected attack in the Leach. United States bombers dropped explosives on the island's invaders Oct. 18 and 19, and started fires at the Japanese Rekata Bay base on Santa Isabel Island, 10 miles to the northwest.

ATTACK AIRDROME

At the same time Allied headquarters in Australia reported last night that Allied bombers were believed to have inflicted extensive damage on the Japanese airdrome and shipping at Buin, Bougainville Island, about 315 miles northwest of Guadalcanal.

In the north Pacific, the Navy announced that Oct. 18 the Army's heavy four-motored Liberator bombers smashed again at the island of Kiska, the last of three Aleutian Islands held by the Japanese. Twelve tons of bombs were dropped on enemy shore installations and on a beachhead in the harbor. Fires were set in the camp area.

The expected Japanese assault to recapture Guadalcanal airdrome from which the aerial attacks evidently are being launched, appeared still to be forming although the Navy said the enemy has not landed additional reinforcements on the island since Oct. 15.

The Navy Minister said the first Royal Canadian Naval College at Halifax, suspended in 1922, was due to be re-opened.

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78 Gas Stations Are Padlocked

OTTAWA, Oct. 21.—(CP)—The municipal and supply department today announced that police, acting under instructions of Oil Controller G. R. Cottrill, have closed 78 service stations in the Ottawa, London and Hamilton area in southwestern Ontario.

The announcement quoted Mr. Cottrill as saying the padlocking action was taken because of investigation which showed operators were violating gasoline ration regulations by keeping loose containers from ration books or issued for the purpose of the ration.

The padlocking order affects 32 stations in the Windsor District, 24 in London and 22 in Hamilton. Each operator is being served with a special order which prohibits him from dealing in petroleum products until further notice.

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Domination Will Build 10 New Arms Plants

OTTAWA, Oct. 21.—(CP)—A vast expansion of Canada's wartime explosives and chemical production was announced today by Munitions Minister Howe.

Location of chemical and explosive plants is not made public for security reasons. Completion of the new program will bring to 38 the number of plants of this type in Canada.

The announcement quoted Mr. Howe as saying the padlocking action was taken because of investigation which showed operators were violating gasoline ration regulations by keeping loose containers from ration books or issued for the purpose of the ration.

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Bomb Kills Nazis

LONDON, Oct. 21.—(CP)—Seven German soldiers were killed in an explosion in Gestapo headquarters at Cherler, Belgium, Belgian sources in London said today.

The explosion occurred when a bomb exploded in the main hall of the building.

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Weather
Today and Thursday—Partly cloudy, with stationary or a little higher temperature; scattered showers in north portion.
Sun rises Thursday 8:14, sets 6:22. Light velocity by 6.8.
Edmonton Temperatures—Tuesday, Maximum 53 above; Wednesday, Minimum 46 above.

SINGLE COPY, 5 CENTS

Insurgents Attempted Revolution

Berni, Switzerland, Oct. 21

(AP)—The Swiss government reported under martial law today as a tide of unrest and uncertainty continued to sweep occupied Europe from Norway to France and the Balkans.

Private advices from France pictured that unhappy land as entering upon her most critical period since the 1940 armistice, with 11 days remaining to the Vichy government chief, Pierre Laval, before he is expected to try compulsion to meet Hitler's demands for French workers.

Martial law was decreed by the puppet Serbian government at Belgrade, and in Budapest, Hungary, after the Nazi military commander in Serbia, Gen. Bader, announced numerous arrests had been made because insurgents had attempted to organize a revolt against occupation authorities.

The decree declared that even the defeat in war had not had so serious an effect on the country as the defeat in the attempt at revolt.

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12 Winners of Victory Bonds Are Announced

Twelve winners of \$50 Victory Bonds were announced Tuesday following a short ceremony at campaign headquarters, the Canadian National Building. The winners were six Edmonton women and their six escorts who had their pictures taken at campaign headquarters Monday after the women made bond purchases.

Four of the escorts were members of the R.C.A.F. and two were men of the Navy. Though Army escorts were prominent in the escorting Monday, none was a winner in the draws.

BRIEF CEREMONY

Participating in the brief ceremony Tuesday night were Lt. G. L. Crawford, officer commanding I.M.C.S. Nonsuch, R.C.N.V.R.; Lt. Col. E. Brown, M.M., E.D., area commander; and Wing Commander J. A. Hutchinson, officer commanding No. 4 Initial Training School. Officials of the loan campaign for Northern Alberta and for the city of Edmonton also attended the draw.

LIST OF WINNERS

The following are winners of the 12 bonds donated to the National War Finance Committee through the generosity of several Edmonton business men:

Mrs. T. Taylor, suite 2, 10049 103 street, and R. N. Bennett, R.C.N.V.R.; Helen M. Upton, 10648 107 street, and H. W. Wagner, R.C.A.F.; Mrs. R. V. Bellamy, 10202 59 avenue and A. A. Hawthorne, R.C.A.F.; Mrs. R. G. Drifman, 13219 102 avenue, and J. Klipper, R.C.N.V.R.; Mrs. M. G. Carry, 11138 90 avenue, and J. Colban, R.C.A.F.; Mrs. N. H. Peirce, 1042 115 street, and E. B. Smalley, R.C.A.F.

City Teachers End Sessions With Banquet

Convention of Edmonton city teachers came to a close Tuesday night when 75 representatives of the different sections attended a banquet at the Coronet hotel.

Business part of the convention was concluded Tuesday afternoon at Westside school when all the teachers met in general session.

Guest speaker at the banquet was Dr. W. G. Hardy, University of Alberta, who outlined, with the assistance of a series of slides, the "bridge" by which the culture of Egypt and Babylon passed on through Greece to the modern civilizations.

AT HEAD TABLE

Seated at the head table were Dr. and Mrs. Hardy, Mr. and Mrs. R. B. Walls, Mr. and Mrs. R. S. Sheppard, Mr. and Mrs. A. A. O'Brien, Mr. and Mrs. S. Mohr, Miss Louise Tester, Miss Higgins, Miss G. Studholm and Mr. and Mrs. T. D. Baker.

T. D. Baker was chairman for the evening. Mrs. Higgins, accompanied by Miss G. Studholm, sang a solo. Misses Nellie East and Justina Murray, assisted by Miss Mary Connolly and Anna Gillis, were in charge of arrangements.

In his opening remarks, Dr. Hardy suggested that a more thorough study of history at this time would do away with some of the mistakes that have been responsible for many people losing their homelands to aggressor nations.

He referred to the fall of former civilizations to point out that loss of the present war would mean the loss of this civilization.

With the help of pictures Dr. Hardy showed highlights of the life of the Minoans of Crete and the world from 2000 to 1400 B.C. He showed how highly artistic they were and how wide spread were their manufacturing industries, their trade connections and their ways of life.

OUTLINES C.T.F. AIMS

During the closing session of the convention Tuesday afternoon, Raymond E. Shaul, president of the Canadian Teachers' Federation, outlined briefly the aims and objects of the C.T.F., stating that a recent amendment to the constitution has made it possible for the organization to explore the social and economic fields in their relationships to education.

In this regard, he stated that the C.T.F. has representation on a committee on rehabilitation set up by the Canada and Newfoundland Education Association, which works closely with the national committee on rehabilitation.

Mr. Shaul argued that through this committee mainly it is hoped that a nationwide equalization of educational opportunities for children of parents from all walks of life, will eventually be effected.

He used findings of Edmonton's situation as an example of the discrepancies in educational opportunities. A child of well-to-do parents has a 90 per cent chance to complete his high school education while one of laborer parents has only a 20 per cent chance, Mr. Shaul stated.

This situation will be equalized only when the Dominion government takes over the responsibility of educational aid, he said. Earlier in the day the teachers heard a panel discussion on "Co-operation between School and Community in the Development of the Child" with Reg. T. Rose, Rev. Daniel Young, Mrs. E. C. Pardee, L. Reruvon and R. B. Walls, participating.

Mrs. Pardee, head of the St. John's Ambulance branch for Northern Alberta emphasized that the school could well give more leadership in the community by making the building and staff available for group activities.

ship in the community by making the building and staff available for group activities.

Mr. Ross, secretary of the Edmonton chamber of commerce, stated that many schools have failed to recognize the work of such clubs as the Scouts and Guides, but attempted to organize similar groups that worked against the established groups.

Much opportunity for school-

community co-operation is lost by the schools keeping their doors closed after hours instead of serving as centres of community activities, he said.

Rev. Daniel Young, president of the Edmonton Ministerial Association, stated that both the school and the church depend upon the co-operation of the parents. He stated that the community the school and the church must get together for the sake of the future life of the child.

1941 Birth Rate Reveals Gain in Eight Provinces

OTTAWA, Oct. 21.—(CP)—The Dominion Bureau of Statistics reported yesterday that the birth rates were higher in 1941 than in 1940 in all Canada's nine provinces with the exception of British Columbia which remained the same as 1940. The natural increase in Canada's population was estimated at 140,000.

during 1941 against 133,389 in 1940. Number of live births registered during the year was 254,463 compared with 244,463, giving an equivalent annual rate per 1,000 population of 22.3 compared with 21.5. Deaths recorded during the year, exclusive of stillbirths, totalled 114,427 against 110,927, with a rate of 10.9 per 1,000 compared with 9.8.

Fleets of small shallow-draft boats are being built to navigate South American rivers and facilitate obtaining of the "liquid gold."

Woman Laborer Is Injured in Calgary Mishap

CALGARY, Oct. 21.—(CP)—Pulled by a ragged overall leg into the electric hoist she was operating at the new military hospital construction here yesterday, Mrs. Thelma McLaughlin, 25, lost part of her scalp and suffered a crushed arm and leg.

She was taken to hospital and her condition last night was said to be "very serious."

One of the 36 women employed as laborers on the building, Mrs. McLaughlin has two small children, Beverly, 3, and Gary, 5. Her husband, Pie, Robert, McLaughlin is serving overseas with the Canadian Active Army.

WORLD CYCLIST

In 1884-86 Thomas Stevens travelled around the world, covering land areas on a high-wheeled bicycle. He pedalled 15,500 miles.

First Aid Classes

First aid classes for men under the auspices of the St. John Ambulance Association, will commence Wednesday, 8 p.m., at headquarters in the King Edward hotel. This will be the first in a series of eight classes offering a full course with a certificate standing.

Mr. George Brooks will lecture, and practical bandaging will be taught.

For further particulars, phone Mr. R. Hanson at 7360.



WHAT WERE YOU DOING WHILE I WAS AT Dieppe?



"Have you any idea what that night was like? A murderous storm of machine-gun bullets... the blasts of point-blank shell-fire... the bursts of bombs and hand-grenades... the desperate, hand-to-hand, life-or-death struggles in the darkness and smoke... the shock of seeing your pals hit. For what?... For YOU!"

"Yes, for you, and your family and your home... and for my family and my home, too... to keep them safe from the beasts that would brutalize them. Aye, and for Canada... our country... clean and sweet and beautiful... and for all the lands where men must be free. And if you had seen your fellow Canadians fight that night, you would know how much we cared about all these things that you are enjoying now."

"So I'm asking you: Are you giving every last ounce of effort, making the personal sacrifices that will back us up over here? Are you going all out to get us the things we need... to pay for the weapons we want? If you are... we'll win! If you're not..."

"Soldier... count me in! I know what you're doing... and I'll do all I can. Sure, taxes are heavy, but besides what you're risking, this is a picnic. So I'm giving up things... personal things I can do without until the war is over, and you and all the others are back home, victorious."

"Yes... I know how lucky I am! I'm only asked to lend... but if I had to choose between the way we live in Canada, and the way they'd make us live if they won... why I'd give all that I've got to keep that from happening! As it is, when I buy the new Victory Bonds I will be laying up for myself the best of all investments. VICTORY BONDS are backed by all the resources of the Dominion of Canada; they yield a fair rate of interest; I can borrow against them; and they are readily saleable when I need the cash."



HOW TO BUY

Give your order to the Victory Loan salesman who calls on you. Or place it in the hands of any branch of any bank, or give it to any trust company. Or send it to your local Victory Loan Headquarters. Or your own authorized your employer to start a regular payroll savings plan for you. Bonds may be bought in denominations of \$30, \$100, \$500, \$1,000, \$5,000, and larger. Salesman, bank, trust company or your local Victory Loan Headquarters will be glad to give you every assistance in making out your order form.



LOCAL VICTORY LOAN HEADQUARTERS

District Victory Loan Headquarters and Local Victory Loan Headquarters
BANQUE CANADIENNE NATIONALE, JASPER AVE.
Phones 22387, 28598, 27055, 28603, 26288, 25448



It is a symbol indicating the new Victory Bonds.

Canada Needs \$750,000,000

NOTHING MATTERS NOW BUT VICTORY... BUY THE NEW Victory Bonds!

Edmonton Bulletin

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Published every afternoon except Sunday by
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CHARLES E. CAMPBELL,
General Publisher.
Member of The Canadian Press: The Canadian
Press is exclusively entitled to the use for
publication of all news and editorial matter
sent to it or to The Associated Press in this paper, and
also the local news and editorial matter sent to
it for publication of special dispatches herein are
also reserved.

Self-Protection

It is a good thing for every person in Canada that the \$4,800 per minute our Government is spending for war purposes is being raised in Canada by taxes and loans, and not obtained from outside source. Suppose the war funds were borrowed in London or New York, where peace-time loans were often made, would be the result of the flood thus released in the Dominion without a corresponding draw-back of the outpouring currency?

The results would be substantially the same as when boom conditions develop in any locality because of an inflow of outside money. An orgy of buying would sweep the country; an orgy which no system of wartime controls would be able to prevent or even to moderate. It would generate and operate, despite all that official vigilance could do. There would be undercover buying and selling of all sorts of unnecessary things all over the Dominion, with a steady and fast upward movement of prices of both luxuries and necessities.

And, after the spree was over, must come the inevitable slump, with poverty and destitution in the wake of the collapse. By taxing back and borrowing back the wartime spending, the outflow of money from the federal treasury is balanced by an inflow of like proportions. It is thus possible to control and prevent boom conditions, and at the same time enable, and in measure compel, people to lay away a part of their wartime earnings against the future.

To be asked to buy a Victory Bond is not to be asked to do oneself an injury, but a double benefit. The benefit of helping to keep conditions at home under control, building protection against future adverse conditions and old age. To buy bonds is of course the public duty of every person who can do so. But it is also a form of personal self-protection, for both the present and the future.

The U-Boats

The curtain of official secrecy has been lifted at London, to disclose that carefully kept records of the U-boat submarines have been destroyed or damaged since the beginning of the war. As Admiralty is not in the habit of disclosing matters, no doubt others have also been destroyed or damaged since the beginning of the war. As Admiralty is not in the habit of disclosing matters, no doubt others have also been destroyed or damaged since the beginning of the war.

This figure does not include U-boat sunk by French forces before the collapse, by the Free French since then, nor the large number of U-boats sunk or damaged by Russian forces in the Baltic and in Arctic waters. Nor is it to be forgotten that submarine plants and bases in Germany and in occupied countries have been and are being bombed intensively and systematically. This stoppage of construction and the occupation of construction may be as important in curbing the menace as the sinking and crippling of raiding craft at sea.

This information links up with official statements that Allied ship-yards are now turning out new vessels faster than carriers are being sunk. The shipping situation is of course the most important of all Allied operations on every front are hindered and limited by a scarcity of tonnage to transport men and supplies. But the handicap is being removed by the operations on the part of our fighting forces and ship-builders. The submarines are being hunted and destroyed, and construction and action interfered with; while new merchant vessels are more than making up for those they destroy.

The battle of the sea lanes has not yet been won. It may not be won for many months. But at long last it is going in our favor. If we still have cause for anxiety, so now have the Germans. For they know better than Goering and Raeder that when the effectiveness of the submarines has been cut in half their chance to win the war will have passed.

A Snub for Laval

M. Laval has been compelled to dub 500 of Hitler's hand-picked gasta agents Frenchmen.

As French citizens these imported thugs will be given the full authority of Vichy to browbeat, bully and punish French workers who object to being sent to Germany to work on the armaments. The employment is proof that the orders and the influence of the Vichy cabinet failed to secure the 150,000 volunteers asked for. And that it was not thought safe to call on French officials to help the part of slave-drivers by compelling unwilling men to make up the balance.

This reflection on his prestige and power to rule M. Laval is not the man to overlook or forget. He has to obey now, because in the long run, stand Hitler and his headman, but the Fuehrer need not imagine that he will fail to keep it in memory. Hitler will strike down Britain, Russia and the United States, and to make Frenchmen hewers of wood and drawers of water for his master. Laval does not serve the Nazi god for naught.

The plain implication is that Hitler is

taking over active control of unoccupied France, as he has already taken over control of Italy. Hereafter Hitler will be the real power at Vichy. But not to the satisfaction of the Chief of the dummy cabinet. If the Gestapo head is as shrewd as he is supposed to be he will "get" Laval before the tide of war turns and Laval thinks it to be to his advantage to "get" Hitler.

A survivor from the Caribou says the life-boats were not water-tight, and that lives were lost in consequence. It is to be supposed the Newfoundland Government and owner of the ferry, will have the circumstances investigated thoroughly. The people of Canada and the United States have a right to expect, and will await the outcome with keen interest.

Edmonton subscriptions to the Victory Loan on the opening day fell not far below one-tenth of the allotment. Eleven days at the same rate of sales would make up the amount. But it must be noted that some large purchases were made on Monday. There will have to be a steady flow of small purchases to take that average. No one should imagine that his or her contribution, modest though it may have to be, will not be needed.

If silence at Washington gave the impression to readers that the Jap naval forces around Guadalcanal were having things all their own way, the statement given out yesterday corrects that notion. U.S. ships bombarded Japanese positions on the island last Saturday, but the news was not given out until Tokyo had already learned the unwelcome fact. Washington was doing a good job at withholding information until it was no use to the enemy. Silence there is not to be taken as a bad sign.

Looking Backward

From The Bulletin Files

1892—50 Years Ago

Telegraph: The Duke of Roxburgh is dead. Thomas Cream has been sentenced to be hanged.

Patterson's paper mills at Portage La Prairie have been burned.

Collingwood Schrieber has been made Deputy Minister of Railways.

Chief Brant has been arrested at Brantford, Ontario, for smuggling.

The Russian Government pleads justification for the recent bombing of Berlin.

The Blair Government of New Brunswick has been sustained at the general election.

The three Vancouver papers have suspended publication, in consequence of the demand by the printers to increase rates.

The Imperial Government intends to withdraw all Imperial troops from Canada, leaving the Canadian troops to maintain the frontier.

Superintendent Niblock and R. Kerr, general manager of the CPR, will arrive on tonight's train.

1902—40 Years Ago

Rev. J. B. Barry is organizing a colony of 2,000 Britishers to settle in the Edmonton district.

Pennsylvania has been returned to work.

Twenty officers on the Red Railway in Newfoundland were arrested for embezzlement.

Gold ore found near Princeton, B.C., assayed \$270 per ton.

Sir Henry Strong is to retire from the supreme court.

An official report says the British force in Somaliland is safe but further progress is expected.

Edmonton's population is now near the 80,000 mark.

A delegation petitioned the British House of Commons to remove the embargo against Canadian cattle.

1912—30 Years Ago

Contracts have been let and steel ordered for the construction of the Edmonton Interurban Railway and it is hoped to have the line in operation by the first of February next.

Winning the 1912 election, the Liberal Party have served papers on Magistrate McKelken of the provincial police court charging him with conspiracy to defraud the country of its gold.

With the MacDonald election cases. This is an unique case in Canada and convulsions mean imprisonment.

Grading on the Goose Lake branch of the Canadian Northern Railway here continues at about 6,000 men are employed on the line west of the city.

The line running east from Brudenell. About twenty to twenty-five miles of steel are expected to be laid on that line before winter.

This afternoon one hundred and three people were in line in front of the Dominion land office to await the drawing open for homestead entry of two townships of land close to Fort McMurray.

1922—20 Years Ago

Practically one-half the fish in Edmonton are owned by the city.

It is proposed to start zoological gardens at Borden park.

London, in connection with the discussions at the coming peace conference it is reported that the Turks intend to lay siege to Constantinople.

Glasgow, Mass.: The schooner Henry Ford was the first of the fisherman's races from the coast.

The recent discovery of a great body of iron ore north of Hudson's Hope is considered of great importance to the industrial future of Alberta.

1932—10 Years Ago

London: Scores were injured and 54 persons arrested when police intercepted an unemployed march on the parliament.

The finance committee of the city council approved a plan to raise the city's income on taxes prepaid before the middle of January.

Traverse: Crops in this district are being destroyed by unprecedented floods in the river.

London: Blast damages to Portsmouth peninsula are placed at only \$700.

Today's Text

Who unto the wicked? It shall be his him: for he will not be moved, neither will he give him.—Isaiah 57:1.

Mental states can not be removed by time, nor washed away by water.—Shakespeare.

"With confidence in our armed forces, with the unshaken determination of our people, we will gain the inevitable triumph of right over wrong."—Wells, President of the United States.

Is there Panning for Production in This Country?

Haphazard Methods in Crop Selection Could Prove Ruinous

By HAROLD L. WEIR

As we hear of shortages in sugar, beef, in pork and in other commodities of this country, Canadians are moved to wonder—why? There is no wonder—anywhere—there is no crop selection planning for food production in Canada.

Canada, with its abundance of fertile acres in this country are to be utilized according to the requirements of individuals of tremendous whims and without any regard to the fundamental requirements of the nation.

Without a more ordered production in our industry, we prefer to produce a wide variety of crops for the manufacture of small arms, for instance, and for the manufacture of these out in unusable quantities.

Why is this ordered planning or war industry not considered equally vital in agriculture?

Agriculture is the basis of the basic agencies. Food and weapons are the basis of the basic agencies.

Feed the World

Here on this North American continent, and particularly in Canada, we are already producing a surplus of food.

One would think, then, that this gigantic asset would be made to

yield something like maximum results. One would expect, as in other war industries, that the production of foodstuffs would be strictly controlled and organized so that each field would have its allotted productive yield.

In brief, one would expect that each farm would be made to produce in accordance with a national plan, so that the chance of surplus and shortages would be reduced to a minimum.

Perhaps some such plan is being considered at present, and it is to be expected that it will be of great value to the nation.

Transportation

One of the most serious transportation difficulties in this country is the fact that there is no doubt that our facilities for moving goods are being taxed to the very limit.

Perhaps nothing would so tend towards the solution of this problem as the development of a national plan for the transportation of goods.

Planned agricultural production is the only way to assure the nation of a steady supply of foodstuffs.

income. And even though, in normal times, the wife does attend to much of the home financing, the husband's income is the mainstay of the household does throw an added burden on the wife.

But even the wife, however, the wife must undertake a job that is unfamiliar to her, but one that is essential to the family's survival.

Delinquency

In the last war there was a terrific wave of juvenile delinquency all over the country. Experts declared that it was the result of the lifting of the strong hands of fathers who had gone to war.

A general relaxation of discipline due to the restlessness induced by war conditions.

A Lady in a Sleeping Car

By VERA ASHIE IN THE LONDON

LIFESHIP

The first trip across Canada on the Canadian Pacific Transcontinental train is a unique experience.

would have believed that any sort of rolling stock could make me so homesick.

There were things that were called for by the train, and when I found I could not find my way, I was left in a state of confusion.

There were things that were called for by the train, and when I found I could not find my way, I was left in a state of confusion.

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Keeping the Home Fires Alight

Women Have Biggest Job

As Menfolk March Off To War

By MARY ALICE QUAYNE

So the ad of the family has marched off to the war.

That story which has been swallowed up in the impersonality of armed forces.

"You need to rely on him; perhaps you hadn't realized how much until he had gone."

Perhaps you didn't always take his advice. Perhaps you differed from him in your opinion.

But did you feel a feeling of security. He shared the ultimate responsibility.

That biggest job still remains to be done.

That is where the qualities of a wife must be tested most acutely.

That is the point where the wife must be kept most brilliantly.

Delinquency

In the last war there was a terrific wave of juvenile delinquency all over the country.

The lifting of the strong hands of fathers who had gone to war.

A general relaxation of discipline due to the restlessness induced by war conditions.

income. And even though, in normal times, the wife does attend to much of the home financing, the husband's income is the mainstay of the household.

But even the wife, however, the wife must undertake a job that is unfamiliar to her, but one that is essential to the family's survival.

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SIDE GLANCES

By Galbraith

Has this angle of the situation ever been considered in Ottawa?

If no one has heard anything of the requirements of the nation.

Farmers' Welfare

Now, how does the well-being of the farmer come into this picture?

Preview and Review Of Sport By Hal Dean Sports Editor of The Edmonton Bulletin

THAT statistics demon, Margaret Gray, threatens to put a crimp into the generally accepted methods of keeping track of football games and has come up with a novel scheme patterned somewhat after the baseball box score which certainly possesses a great deal of merit.

The official scorer for the Edmonton Football Association who only recently finished one more year of scoring over 100 games, has been trying with the idea for some time and has been a regular attendant at junior rugby fixtures this fall working out details of the plan.

The scheme is designed to give an accurate and complete running record, including all the main details such as yardage on kicks, passes, yards gained on run-backs and passes, penalties, completed plays, number of fumbles and fumbles lost, and all a record of each player's part in the game would be placed on view right in the box score.

MISS GRAY gave her scheme its first real test at last night's game between the No. 3 "M" Depot and the Navy with the assistance of Audrey Sinclair and the results are very interesting to say the least.

The total yardage gained by the Navy on kicks, according to the new style box score, was 102, while the Airman made 284 Navy yards, 10 passes and completed one, as against 10 attempts and 3 completed for the Flyers. On runs and fumbles, including directed plays, the figures are 185 and 177 respectively, while yards gained on passes were 22 and 41.

For completion, which includes fumbles caught, Navy's figures are 30 against 9 and the Sailors made 24 fumbles to 20 for the Airman. They had five fumbles and three Force Three. Seventeen of the Navy's fumbles were actually fumbles, while 19 of the R.C.A.F. fumbles were turnovers.

COMPARISON FIGURES
DETAILS for the individual players bring out some very enlightening facts. For example Wilbert Delaney was the most active for the Navy so far as statistics go. He did all the kicking amounting to 192 yards and threw one pass. He also gained a total of 48 yards on three completed plays, made three fumbles and had two fumbles. Hobbs, the Calgary boy, made four passes, six fumbles and gained 60 yards. Jackson made a pair of punts, picked up 48 yards in the squad to 23 on a forward.

For the Airman Retalick had the busiest night, kicking for 20 yards and firing three passes over for 34 yards. He completed three plays in addition, made one fumble and scored a net loss of eight yards on an attempt. Retalick kicked for 24 yards, tried one pass good for 37 yards, gained 43 yards on his own and had three fumbles chalked up against him.

Kapaniuk gained a total of 52 yards, made a pair of tackles, and scored five points. Hutchinson's yardage figures were 26 and he made three tackles and scored five points. Air Michalski topped the Airman's tackle list with five.

FLYERS LEAVE FRIDAY
COACH "Jack" Jamieson and his No. 3 "M" Depot football squad junior champions of Edmonton will leave on the noon train Friday for Calgary where they meet the Arme Cadets on Saturday in the first of the two-game total point series for the Alberta title.

The players making the trip are: Herio, Retalick, Hall, Kapaniuk, O'Brien, Neale, Michalski, Rayner, Hutchinson, Goss, McMillan, Hill, Carmichael, Hunter, Duthack, McHardy, Storgard.

FLYERS TAKE COMMAND IN LAST HALF

Junior Gri-Champs

Believe It Or Not—

—By Robt. Ripley



Public Park, Salt Lake City, 1935

THE NAMEOGRAPH SOCIETY
BY EUGENIE JONES - WEBSTER DOWNS, M.A.

Swift Current Net-Minder Looks Good in Ranger Nets

WINNIPEG, Oct. 21.—(CP)—Youthful hockey stars, from the amateur ranks continued to set a fast pace at the New York Rangers' training camp here Tuesday.

Chalky Wright Stops Spaniard In Eighth Round
NEW HAVEN, Conn., Oct. 21.—(AP)—It took Chalky Wright, 130 of New York, a few rounds Tuesday night to catch up with Henry Vazquez, 122 of Madrid, but when he did he battered the Spaniard to the canvas four times, winning on a technical knockout in the eighth round of a scheduled 10-round, non-title bout.

Before Pepper Martin could go after the Pacific Coast League season he had to sell a horse he bought last spring. It wasn't the horse that Martin wanted to sell, it was the horse that he had bought from Sacramento to Oklahoma. . . . Martin's new idea for transporting race fans seems appropriate for the times—using wood burners to take out to see the hay burners.

Service Dept.
After staying away from his birthplace for 22 years, Larry Doyle, Jr., son of the late Jim Doyle, is back in Jacksonville, Fla., as an ensign in the Navy. . . . Larry quit his job four years ago to go to sea. . . . Maj. Eddie Clark, former Lafayette athletic director who is back from the Atlantic for a visit, claims if you want to see something funny in the sports line you ought to get a look at a team from Brooklyn and one from Arkansas play football on an Alaska diamond.

Orloles Disband
BALTIMORE, Oct. 22.—(AP)—Baltimore Orioles of the Eastern League have been disbanded, but the city will be represented by the Curtis Bay Guard League. . . . Ray Crawford, an Oriole director, said the board voted last night to surrender its franchise in the Eastern League until it was over.

To Emphasize Inter-Fac
Kirk Named Coach Varsity Basketball
Naming Paul Kirk as basketball coach for the ensuing season Varsity students on Tuesday took preliminary steps to map out a modified hour program for the winter months.

With the cancellation of inter-collegiate competition, emphasis will be stressed on the formation of a strong inter-fac league. This loop will be operated along the lines of the hockey and football.

There is also a strong possibility that a league embracing two teams from No. 3 "M" Depot, one from the No. 4 T.S. and teams from the Normal School and University will be in operation in the city.

Sam Shekter is president of

Tars Outplay Opponents for Two Quarters

PUTTING on a last half drive which netted them all their points consisting of a pair of touches, a field goal and a convert, the R.C.A.F. junior gridgers shut out the Navy 14-0 at Clarke Stadium last night in an exhibition contest.

For the first two quarters the Gobs outplayed and outgained the Edmonton junior champs by a wide margin. They ripped big holes in the Airman's line and gained good yardage around the ends. Despite this fine showing they lacked the necessary finish to get on the scoreboard.

In the final half, the Flyers, looking more like the champs than they are, started to click and put on drives which the Sailors were unable to cope with. The winners' line condition and the fact that they played through a tough schedule laid heavily against their opponents.

Play was well divided in the first half as both clubs played cautious football. As a result, neither team seriously threatened the other's goal line. Bob Jackson, hard ploughing Tar halfback, excellently showing this particular stage as he ripped off a pair of long runs.

The second quarter saw the Navy take definite control of play and fumbles they might have taken. The Navy junior league headed by the hard, Larry Hobbs who started the move north was mighty effective during this second canny and ploughing through the Airman's line to pick up some good yardage.

The Flyers gave notice they were back in form early in the third stanza as Clarke Retalick picked a pass to Hunter for a 25 yard gain. On the next play Kapaniuk moved the ball to the 10 yard line. Retalick then fired a pass over the line but a technical foul by the Navy's 25. An attempted field goal by Retalick was blocked and in the wild scramble for the oval, which was dribbled back to the Navy 40, the winners recovered possession.

Kaplanik started a return march with a 15-yard gain around the left. Retalick then attempted a pass for eight. Retalick's attempted pass was grounded but the Airman's downed gambled for the two yards they needed with Kapaniuk doing the honours as successful.

Klekso then ploughed for four to the one yard line. The Navy hurled back the first assault at their goal line but on the second attempt Kapaniuk shifted his way over. Retalick then kicked the Gobs 40.

He kicked the convert. . . . He kicked the ball with 20 yards. However, on the next play Retalick attempted a forward pass which was intercepted by Ken Horton, who raced back to the Gobs 40.

In the final five minutes of play, the Sailors lost the air frequency in an effort to get back into the game. They met with little success in their efforts and when they attempted one on a last play down and failed he was over to their opponents. With the ball in their possession on the New 20, the winners wasted little time in scoring a touchdown.

Kapaniuk ripped his way over left tackle to the 20 and then Hutchinson went 20 yards and over the goal-line through a bewildered opposition to complete the scoring for the night.

On the final play of the game the Gobs did succeed in completing a forward pass with Bob Jackson, who threw the ball, left-handed, pitching to Herberts.

R.C.A.F.—Hill, Carmichael, Duthack, Rayner, Michalski, McHardy, Storgard, Goss, McMillan, Borge, Crawford, Clark, Herio, Retalick, Kapaniuk, O'Brien, Neale, Hunter, Duthack, McHardy, Storgard.

NAVY—Patterson, Presting, Herio, Retalick, Kapaniuk, O'Brien, Neale, Hunter, Duthack, McHardy, Storgard, Goss, McMillan, Borge, Crawford, Clark, Herio, Retalick, Kapaniuk, O'Brien, Neale, Hunter, Duthack, McHardy, Storgard.

SUMMARY
1st quarter—Navy 0, R.C.A.F. 0
2nd quarter—Navy 0, R.C.A.F. 0
3rd quarter—Navy 0, R.C.A.F. 0
4th quarter—Navy 0, R.C.A.F. 0
Totals—Navy 0, R.C.A.F. 0

FOR PASSES ATTEMPTED
1st quarter—Navy 0, R.C.A.F. 0
2nd quarter—Navy 0, R.C.A.F. 0
3rd quarter—Navy 0, R.C.A.F. 0
4th quarter—Navy 0, R.C.A.F. 0
Totals—Navy 0, R.C.A.F. 0

FOR PASSES COMPLETED
1st quarter—Navy 0, R.C.A.F. 0
2nd quarter—Navy 0, R.C.A.F. 0
3rd quarter—Navy 0, R.C.A.F. 0
4th quarter—Navy 0, R.C.A.F. 0
Totals—Navy 0, R.C.A.F. 0

BULLETIN

PAGE SIX WEDNESDAY, OCTOBER 21, 1942

Previous Result Reversed

Bivins Carves Out Close Decision Over Bob Pastor

CLEVELAND, Oct. 21.—(AP)—Jimmy Bivins, Cleveland's slugging Negro left-handed heavyweight, invaded the heavy-weight ranks again Tuesday night to take a close decision from Bob Pastor of New York from some 11,000 customers in Cleveland arena.

The decision for Bivins, who lost their first 10-round last April after sending Pastor to the floor, was split 7 to 1. Referee Lou Parker, who awarded Bivins the fourth round because of three low blows from Bob's active fists, called it seven to two with the clever New Yorker.

One judge saw it five to four for Pastor, while the other called it for Bivins, six to three with one even. Displaying his usual sharp slugging kick, Bivins took Pastor's best body blows, which seemed always to be pounded at the Negro's midsection. The victor pointed Bob seven points, coming in at 177½ to 184½ for the clever New Yorker.

The outcome was a mild surprise, for Pastor was a good bet to beat Bivins with the crowd and usually was the aggressor although Bivins landed the harder blows. There were no knockouts, although Bob twice slipped to one knee for no count, and his lip was cut in the 10th round, which went to Jimmy by a shade.

Time after time the Clevelander absorbed several blows to the eye. The Associated Press score sheet showed four rounds to Bivins, the same number to Pastor with one even.

Pastor and his talkative manager Jimmy Harrison were provoked at the decision. "If Cleveland going to be another city where you have to beat the referee, too?" the loser demanded in his dressing room. "That was the first time a referee ever told me in the middle of a round that I had lost the round."

ST. CATHARINES, Oct. 21.—(CP)—Kenney Dixon, amateur boxer, and Lucius St. Catharines, who had been trying for a place with the Toronto Maple Leafs hockey club here, was left to join the army. Dixon was a member of the St. Catharines Comanches, Man-cup lacrosse titleholders.

4th quarter—Navy 0, R.C.A.F. 0
Totals—Navy 0, R.C.A.F. 0
FOR PASSES ATTEMPTED
1st quarter—Navy 0, R.C.A.F. 0
2nd quarter—Navy 0, R.C.A.F. 0
3rd quarter—Navy 0, R.C.A.F. 0
4th quarter—Navy 0, R.C.A.F. 0
Totals—Navy 0, R.C.A.F. 0

FOR PASSES COMPLETED
1st quarter—Navy 0, R.C.A.F. 0
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Genuine
HERBS
ROOTS
BERRIES
GRAIN
ARE USED IN THE MAKING
OF SILVER FEZZ GIN
NO SUBSTITUTES
London DRY
6
12 OZ. 25 OZ.
\$1.45 \$2.90
As good as London Makes it
This advertisement is not inserted by the Alberta Liquor Control Board or by the Government of Alberta.

Mr. Pibobac's
War-time
Tobacco Pouch
"What's that you got there — a new pouch?" inquired Les, the barber.
"That's my new war-pouch," replied Mr. Pibobac, proudly.
Les poked in the sack, running the clipper up the back of his customer's neck.
"Seems bigger," observed he.
"It is too," agreed Mr. Pibobac. "Gives more room for the bowl of your pipe when you're filling her up. Of course, the old package was rubber-lined and rubber is out for the duration; but this is a mighty good substitute."
"O.K. by me," said Les, turning back to his work. "Everybody knows there's a war on."
"Pibobac is always Pibobac," declared Mr. Pibobac. "I don't care how they pack it—it's a mild . . . cool . . . sweet smoke."
"It DOES taste good in a pipe!"
HANDY POCKET POUCH
W-L-B "LOCK-TO-P" CAN also be packed in pocket cans
Pibobac
GROWN IN SUNNY, SOUTHERN ONTARIO

Al Lust Heads East to Prepare For Title Bout

CALGARY, Oct. 21.—(CP)—Al Lust, western champion, left here last night on the first leg of his journey to eastern Canada and a Nov. 5 bout with Dave Castillon in Montreal for the Canadian Championship.

Lust, accompanied by his brother-manager, J. J. Lust, who fought as a middleweight under the name Young Toney, planned to stop off at his old home in Medicine Hat for four days before going on to Montreal.

When he left Calgary, Lust was with nursing a badly bruised middle finger on his right hand, suffered in last Friday's fight with Eddie Marcus of Los Angeles, but he believed it would heal sufficiently before Nov. 5 to give him little trouble in his bout with Castillon. He planned to rest the hand as much as possible.

It was announced by Premier J. G. Brown before Lust left the city that negotiations were under way for a rematch between Lust and Marcus in Calgary Nov. 20 or Dec. 4. Lust won the decision over Marcus here Friday.

Now 20 Players Chihuahua's Camp

HIBBING, Minn. Oct. 21.—(CP)—The arrival of Fido Purpura, left wing of last season's Kansas City American Hockey Association club, and Aldo Palazzi, left wing of the University of Illinois hockey team, added two more players to the "Black Hawks" camp here yesterday. The rink squad which numbered 20 worked out in the morning and afternoon.

Both drills were light because two strenuous workouts Tuesday left a lot of stiffness among the veterans.

Trainer Ed Praetzel asserted the mild workouts and massage would remove the muscle and joint soreness and be promised to have the entire squad ready for heavy scrimmages which have been ordered by Manager Paul Thompson for Wednesday.

Alsab Opposes Shut Out Today

NEW YORK, Oct. 21.—(AP)—The paths of Alsab and Shut Out, outstanding three-carat diamonds of the year, cross again today in the \$15,000 Gallant Fox handicap at Jamaica.

For Alsab, twice conqueror of mighty Whirlaway, the mile and five-eighths will furnish an opportunity to square accounts with the ace of Mrs. Payne Whitney's Greenleaf stable. Shut Out whipped Mr. Albert Sabat's pride and joy in the Kentucky Derby and Belmont Stakes but bowed to the son of God Goods in the Preakness.

Injuries or failure to train just right have kept them apart since June at Belmont Park.



Edmonton Yellowknife, N.W.T.

via Fort McMurray and Fort Smith.

Also Service from EDMONTON to KALVAK via Fort Simpson, Fort Norman and intermediate points.

Information and reservations: Canadian Pacific Air Lines Traffic Office, Phone 2315; or any Canadian Pacific Railway Agent.

(Mackenzie District) Post Offices of Canadian Airway and Mackenzie Air Service.

Canadian Pacific AIRWAYS

WAGNER • MAC • EXPRESS

A fine old Canadian Rye—skillfully distilled—perfectly aged—rich and mellow in flavor—made from best selected Western grains.

MONOGRAM Canadian RYE

13 oz. \$1.60

25 oz. \$3.05

40 oz. \$4.75

THE BRITISH COLUMBIA DISTILLERY COMPANY LIMITED

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"I don't want to attack American business and you know it. All I want is a five dollar raise."

Today's Sport Parade

Duquesne Coach Would Abolish Gridiron Scouting

By JACK CUDDY
NEW YORK, Oct. 21.—(BUP)—Our concept of a grand sportsman is Aldo T. (Buff) Donelli, Duquesne football coach, who salvaged from last week's winter of the laudable conviction that colleges should abolish scouting of gridiron opponents, at least for the duration.

We salute Senator Donelli not merely because his suggestion is excellent and timely, but because it was born under cockeyed conditions that would have caused most pickin' plots to use up all the crying howls in Dixie.

Buff's conviction came during Saturday's game at Chapel Hill, N.C., in which the North Carolina Tar Heels beat the Iron Dukes from Pittsburgh. In snapping Duquesne's victory string at 16 straight, such a defeat was bitter in itself, but the incidents that led up to it were enough to make most senators reach for a cyanide cocktail.

In the first place, Duquesne wasn't scheduled to play North Carolina this season. The original program had the Tar Heels slated to meet Georgia aural training last Saturday while North Carolina's posed Rice. But both games were canceled, leaving the Dukes and Tar Heels with open dates. Last Tuesday North Carolina athletic officials, abhorred Donelli, invited the Dukes to meet the Tar Heels in Chapel Hill on Saturday. Donelli and the Duquesne officials accepted.

FLOODS UPSET PLANS

Then the fun started. "Transportation arrangements finally were completed," Donelli explained at Monday's luncheon of the New York football writers. "We left Pittsburgh at 11:45 a.m. Thursday for the Docks in Maryland and Virginia. We were scheduled to arrive in Washington at 7:30 that night, but didn't get there until 10:45. We didn't get out of Washington until 6 p.m. the next night, Friday.

Meanwhile they kept telling us every quarter hour that we would be leaving within the next 15 minutes. So nobody got any sleep. At Quantico, Va., we were stalled from 7 to 11 p.m., and the boys finally went to their berths without dinner. At last we got to Raleigh, N.C., at 2:15 a.m. Saturday, and at Chapel Hill about 10:30. The boys and everybody was ready for a nap. But they didn't get their nap until they were on the field during the game's second half, when the whole Duquesne team seemed to go to sleep."

NO TIME TO SCOUT

Because the game had been arranged at the last minute, neither team had been able to scout the other. Accordingly, Donelli spent the first half of the contest analyzing the Tar Heel formations and devising methods of combating them. And his players were doing the same thing. Duquesne was leading, 6-0, at the end of the half.

"Then it was up to me and the boys to pool our information in the dressing room and map a campaign for the second half," Donelli said. "I did the best I could, but I guess I didn't do as good a job between halves as Jim Tatum of the Tar Heels, who is a very fine coach."

I don't know whether it was my conversation or the relaxation between halves, but when my boys got out there on the field they seemed to be half asleep, and you know the rest.

CATCH AS CATCH CAN

"We got beat, but I'll tell you this. I never enjoyed a football game as much in my life. And the boys said the same thing after the first half. Because it was catch-as-catch-can—a battle of brains, far different from playing with plans already made. The kids were out there on their own. The Tar Heels had been made to be doubly alert on every play. For a while, every lad was his own field general. Football played that way is tops. It really gives the game to the players—forces it right into their laps."

"That's why I'm convinced it would be a great thing for football if scouting could be abolished for the duration, at least. It would add zest to the game and at the same time save money for the colleges. I'm sure that if scouting were abolished for the duration, it would prove so popular everywhere that the change would be permanent."

MONOGRAM Canadian RYE

13 oz. \$1.60

25 oz. \$3.05

40 oz. \$4.75

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Published daily except on Sundays and public holidays.

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Help Wanted Female 15

WANTED girl for housework, email

Help Wanted Female 15A

ATTENTION GIRLS

Great opportunity for girls

HAIRDRESSERS

Good opportunity for girls

Florists

PIKE & CO

Floral design, fresh cut flowers

Amusements, coming events

WEDNESDAY

BINGO

TONIGHT-4:30

Alberta Ave. Community

League

ADMISSION 2c

Lost and Found 12

BLACK and white clothing

and paper, 1184, 1185, 1186

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The War Today

By JOHN COLLINGWOOD READE

United Nations Plan Three New Offensives

The German is a cunning enemy, but the Russians are themselves not without guile. Hitler's speech promising that Stalingrad should eventually fall was followed by other official statements proclaiming that the purposes of German strategy had already been achieved, that it would no longer be necessary to throw German infantry into the maelstrom, and that the reduction of Stalingrad could now be left to the bomber and the siege gun.

The Russians did not set up a cheer. On the contrary, they frankly expressed their disbelief. It was a clumsy stratagem which the Germans employed, because while they were proclaiming their intention to withdraw their troops Russian air reconnaissance could plainly see masses of fresh troops moving up to the advanced bases along the Don River.

It seems to have been true that the last wave of German siege troops was badly punished, exhausted and disorganized. But reinforcements were on their way, and it was only necessary for the first German soldiers in the front line to keep harassing the Russians and prevent them from organizing a counter-attack for long enough to move the relief units into position. Then the battle started all over.

While the situation is extremely grave, it is evident that the Germans fell far short of their intentions. New efforts have been made by counter-attacks Russian forces to the north and south of Stalingrad, and some gains have been reported on each flank. But these operations must develop much more swiftly and in far greater strength if the city is to be saved.

There has been no further word of the German thrust into the Kalmyk Steppes toward Astrakhan, and it is probable that this thrust was in the nature of a diversion attack to tempt the Russians into withdrawing forces from southwest of Stalingrad and meet what looked like a new threat to the lower Volga. The enemy has not been doing so well in the Northern and Central Caucasus, and is likely to be hampered in these operations by the wet weather which is turning the plains of the Don and Kuban rivers into a sea of mud.

REFAKE BURMA
But if the rains are coming in southern Russia, they have dried up in Burma, and the terrain in the valley of the Chindwin river is now fit for military operations. A dispatch from New Delhi yesterday reported that General Sir Archibald Wavell, Command-in-Chief of the Allied Forces in India, had completed an inspection of forward positions on the northeast frontier during which he crossed into Burma.

It has been pointed out that both General Wavell and General Stilwell, commanding the American forces in China, have openly stated their intention of retaking Burma at the earliest opportunity in order to re-establish the Burma supply route to China. At a recent press conference General Wavell said that he thought a Japanese offensive

against India was unlikely. He said: "Japan is not likely to take a job like the invasion of Australia or India. It is not strong in the air force. I never thought so, always believed it his weak point. He certainly has not got enough for three campaigns."

Those who look back upon the whirlwind campaign of last winter, when the Japanese drove down through Malaya and into the East Indies and up through Burma to the Indian border, may wonder about this. But it must be remembered that the Japanese success was achieved by concentrating the whole strength of a first-rate power against the bits and pieces of British, Dutch and American colonies. The Japanese were unopposed and Britain had her hands very full at home and in the Middle East.

RELATIVE STRENGTH ALTERED
Since then Japanese air strength has been impaired by heavy losses, and has been dispersed over a number of fronts. By the same token considerable American air strength has been massed in Australia, and the British have had six months in which to transport fighter planes for the protection of the bombers which could be flown in during the battle of Burma, but did not operate effectively for lack of fighter escorts.

For the past three or four months British and American aircraft flying out of India and China have been bombing Japanese air bases and supply dumps at Myittha in Northeast Burma, at Lashio, Akah, Tounoun, Prome and Rangoon. The Japanese naval and sea plane base on the Andaman Islands has also been the target of Allied aircraft.

General Alexander's magnificent delaying action in Burma last spring was fought under the most trying of all conditions. It is very difficult to obtain adequate air support when fighting a retreat, but one's own bases. It is much easier to fight an advance, which can be called a retreat in the ground for an airfield and moving up the necessary ground services

Daily War Map—Exclusively in The Edmonton Bulletin



when the line moves too far ahead of the airfield.

If General Wavell is really planning a offensive in the immediate future, as his remarks would seem to indicate, it is small wonder that offensive operations in Europe have been delayed. It now appears that the Allies are about to take the offensive in West Africa, Egypt and Burma, which is quite an undertaking. Perhaps not unreasonably the United Nations' board of strategy believes that China is just as much entitled to relief as Russia, and probably stands more in need of it.

MUST SUPPORT CHINA

Unless China is kept in the field and is able to hold most of the territory still unoccupied by the Japanese, the task of bringing Japan to her knees will prove most formidable, even after the Germans have been beaten. If, on the other hand, British forces based in India can, with American support, fight their way back through Burma to

join hands with the Chinese, Allied air power can be brought to bear on Japanese shipping routes passing through the China Sea.

While the Japanese will be denied a direct land route to French Indochina, the enemy can be divided and Anglo-American naval power is to be based on him under the protection of shore-based aircraft conveniently situated.

The important battle which is now being fought between American and Japanese forces on land and sea around the Pacific, whether or not the United Nations can continue to pursue the offensive in the Southwest Pacific, must again revert to defensive operations. If General Wavell is in a position to strike and tries to open an offensive in Burma, it will be very inconvenient for the Japanese, who are straining their transport facilities and protective naval forces to the utmost in their attempt to regain control of the Solomon Islands and all territory

which can command the eastern approaches to Australia.

The accompanying map shows the territory at present occupied by the Japanese and the relative position of British, Indian and Chinese forces. The principal Japanese bases which have been the target of Allied air attacks are plainly identified.

Wildwood Agricultural Society Stages First Annual Banquet

WILDWOOD.—Ray Minor was elected president of the Wildwood Agricultural and Horticultural Society at the first annual banquet held at the week-end in the Community Hall and attended by nearly 200 persons.

Other officers named were: First vice-president, Mrs. S. G. Akers; second vice-president, Mrs. W. Thomas; secretary-treasurer, Mrs. Emily Brown; board of directors, Arthur Jurgensen, August Oslund, Hans Hanson, Tony J. J. Jurgensen, Glen Clark, Mrs. H. Hanson, Mrs. U. Pedersen, Mrs. W. C. Clark.

Arrangements for the banquet were made by Mrs. A. Schmidt, Mrs. H. Hanson and Mrs. Robert Brown. Guests of honor included D. H. McCallum, provincial dairy commissioner, and Mrs. McCallum; Mrs. Lillian Noble, Charles Gould, provincial credit union secretary; Arthur Wolf, Evansburg, secretary-treasurer of the Pembina M.D., and Mrs. Wolf.

PATRIOTIC COLORS
Mrs. Akers was chairman of the gathering and turkeys, chickens and other banquet food was supplied by the Agricultural Society. Tables set in a Victory 'V' formation, were tastefully decorated with red, white and blue colors and flowers.

Those assisting with the serving were the Misses Lena McDermid, Beverly Browne, Vera Bhodanowich, Marie Hargach, Maria Angis, Anna, Louise Akers, Vera, Kirk and Dorothy Jensen.

Mrs. Gould proposed the toast to the ladies, and Chairman Akers replied with a toast to the men. Mr. McCallum took the place of R. H. Putnam, of the provincial agricultural extension service who was unable to be present, urged improvement of dairy herds.

Mrs. Robert Brown gave a toast to the farmers and A. Wolf gave a toast to the Society. Mr. Gould spoke briefly on the credit union movement in the province. Mrs. Emily Brown, secretary-treasurer, gave the financial report and stated the Society had \$10 members.

Indson's Bay Company

INCORPORATED 25th MAY 1920.

Store Hours: 9:30 a.m. to 6:00 p.m.—Telephone 914



Arrived Too Late for BAY DAY!

Bedroom Suites

- 5-ply Walnut Veneer
- Modern Waterfall Design
- Four Handsome Pieces

\$109

An impressive value in high quality bedroom suites . . . an investment that will return rich dividends in comfort, style and durability. Each suite consists of a full size bed, chiffonier with four deep centre-glide drawers, vanity with mirror and matching bench. They should have been here for BAY Day . . . but you can get one now at a BAY Day price! Spring and mattress may be purchased with these suite.

Pay only 22.00 down and the balance plus carrying charges in twelve monthly payments.

Second Floor at The BAY

Alberta District News in Brief

Notice Short in Rimbey Blackout

RIMBEY.—Owing to short notice given local officials Sunday night's blackout here was not 100 per cent effective. Street lights and lights in several houses and other buildings were left burning, while Sgt. R. Malmgren, R.C.M.P. Red Deer, had to order several motorists to turn their headlights off when they reached Rimbey.

Mrs. Hugh Rose, Vermilion, who has been a guest of her son-in-law and daughter, Mr. and Mrs. Rufus Baird, has returned home. Mr. and Mrs. H. J. Lemon, district chairman for the past year, have left for a visit to their former home in Jacksonville, Ill. before making up permanent residence in British Columbia. Mr. W. P. Miller, Ross, Culler, son of Mayor and Mrs. L. S. Culler, was a visitor from Calgary at the weekend to serve as exco-man in the Sloan-Rimbey wedding.

Funeral Service For Hardisty Man

HARDISTY.—Funeral services were held recently for Charles Powell, who died at the age of 65 years. Born in Arkansas, he came to Canada in 1909 and during his residence here was a member of the I.O.O.F. lodge. Funeral services were conducted by Rev. Mr. Brown in St. Paul's United church.

Const. J. Narrows, R.C.M.P., has been stationed here and is assisting Const. W. Graves.

Concert is Held By Armed Forces For Loan Drive

LACOMBE.—Central Alberta Police was filled Sunday for the concert staged by the armed forces concert party in support of the current Victory Loan campaign. Sgt. Bradshaw was the master-of-ceremonies and G. T. Jackson spoke on behalf of the local committee. Capt. H. Finnegan, M.C. and Sgt. Bremner gave a Brecon demonstration and Sgt. Simpson assisted by several airmen, who demonstrated each piece, told of the cost of equipping members of the various air forces.

Fifty friends gathered at the home of Mr. and Mrs. H. E. Caruthers recently to honour them on the eve of their silver wedding anniversary, which took place Saturday. They were presented with a coffee-maker by Mrs. F. H. Reed on behalf of those present. Mr. and Mrs. Caruthers were married in Edmonton 25 years ago.

Many native South Sea Island youths have learned to become radio technicians.

Gleaned From Rural News

HARDISTY.—A banquet was held recently in honor of A. G. Gillespie, B.A., principal of the local school for the past 10 years, who has left for Lachine, Que., to take an officers' training course for the R.C.A.F. He will be succeeded by R. A. Peterson, B.A., formerly of Edson.

Conjuring Creek school was saved from destruction by fire last week by the prompt action of Miss Ruth Mather, teacher, and the pupils. The blaze originated in the wall of the school and caused considerable damage.

RIMBEY.—Mr. and Mrs. A. H. Hayden have received word that their son, PO. Robert Hayden, is piloting a Flying Fortress. He received his wings and commission last December when he was 19 and is now a member of the 4th of the youngest Canadian airmen to be commissioned.

LAC NEVILLE. Mrs. L. A. Neville, Clarksburg, spent the weekend with her parents, Mr. and Mrs. H. B. S. Rogers, in C.P. Frank Donnelly, on guard duty on Vancouver Island, is spending two weeks leave with his wife and family in Rimbey.

EVERY act, every thought these days revolves about one great and determined purpose.

But still a father is called on to make provision for his family should anything happen to him.

Without funds to carry on, their lot would be unnecessarily difficult in the years to follow. Let a Great-West Life man help you work out a plan now to safeguard your own family.

THE GREAT-WEST LIFE ASSURANCE COMPANY

OUR FIFTIETH ANNIVERSARY YEAR

G. F. HAGELSTEIN BRANCH MANAGER MILLOD BLDG., EDMONTON

Make Your Money FIGHT—Buy the New VICTORY BONDS

John Walker & Sons Ltd., Kilmarnock, Scotland

HIT 'EM AGAIN CANADA!

VICTORY!

Buy the New **VICTORY BONDS**

Hint Gen. Holmes

9th Army Chief

Gen. Wilson was named last August as commander of the British 9th army in the Middle East.

to command the new British 10th army in Iran and Iraq to face the German threat in the Russian Caucasus to the north.

Military sources in London were unable to confirm or deny the report that Gen. Holmes, 50-year-old commander of the 10th Corps in the Middle East, would take over Gen. Wilson's former post.

V

Domestic Wool

Maximum prices for woolsen fleece from Eastern Canada, registered warhouses, have been released recently by the War Time Prices and Trade Board.

Prices are as follows:

Grade—	Semi-Bright	Bright	Bright Dark
Fine staple	27	24	25
Fine	25	22	23
Fine clothing	28	25	26

2% blood staple ...	29	26	27
2% blond clothing...	28	25	27
1% blond staple ...	29	28	31

Low staple	28	26	25
Coarse	25	23	21

Section C—Rejects or defective wools

Exactly similar prices are named for all "off sorts" found in either farm or ranch clips. They comprise wool of similar quality to the regular grades but with a "defect" impairing the value for manufacturing purposes.

Fine grey and black	22	20	18
Medium and coarse grey and black	20	18	16
Fine seedy and burry	18	16	14
Medium and coarse seedy and burry	16	14	12
Fine dead	14	12	10
Medium and coarse dead	12	10	8

Soft collar	20
Mothy, musty, kempy and damaged	22
Fine lace	00

Medium tags	07
Murray's dead	07
Any wool tied with binder twine	07
subject to a penalty, deduction of	07
cent net pound	07
Section C-Miscellaneous grades:	07
Karakul black	21
Scotch black face	21
Washed wool	21

V

Coffee trees take seven years to begin producing.

to the

City of Edmonton
their foresight in the
building of such a fine
APB

Administration Building

LIMITED
ware, Plumbing and
Supplies

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CITY ON WORLD AERIAL MAP

Airport Administration Building Is Fine Structure

New Facilities Provide Air-Minded Edmontonians With Up-to-Minute Plant

Edmonton, the most air-minded city on the continent, now has an airport administration building that her air-conscious citizens may well take pride in. The handsome new, two-story structure, just in front of the TCA hangar, erected by the City of Edmonton at an estimated cost of \$85,000, will be the nerve centre of one of the busiest airports in the world today.

Air Enthusiast



Charles "Cy" Becker, former ace pilot of the First Great War, who is now general superintendent of the western division of C.P. Air Lines Ltd.

Blazed New Trail



C. H. "Punch" Dickins, D.F.C., O.B.E., vice-president of C.P. Air Lines, a former Edmonton bush pilot, who gained fame as a fearless pilot exploring the grim, desolate wastes of the Arctic.

U.S. Soldier Gets Life Imprisonment For Killing Woman

WITH THE U.S. ARMY IN NORTHERN IRELAND, Oct. 21—(CP)—Col. Lawrence H. McKenzie, 25, was sentenced yesterday to life imprisonment by a United States Army court martial on conviction of having killed Miss Mary Martin, 48, a deaf mute, by strangling her in her cottage at Castleblenny, County Down, Oct. 7. McKenzie gave himself up 10 days after the body was found.

Fine New Building Serves Edmonton's Busy Airport



One of the most important airports in America today is the former Blatchford Field in Edmonton. A fine new administration building, costing approximately \$85,000, has just been completed. The building is so designed that control of the airfield and surrounding district is perfectly centralized. There is also space for government, military and commercial air firms.

Air Harbor at Edmonton Once Dream of Capt. Bell, Is Now Complete Reality

It was quite a few years ago that Capt. James "Jimmy" Bell predicted: "Some day Edmonton will have an air harbor, and when it does I want to be harbor master." Most people—and quite a few wise guys among them—thought the term "air harbor" sounded like something out of Jules Verne's biggest whoppers.

But Edmonton has an air harbor today and Capt. James Bell is the "harbor master." And if you think the term air harbor is an exaggeration you should take a stroll out to the big field in the northwest section of the city and see for yourself. That is, you should look over what you are permitted to see, because in wartime there are many things that public safety puts off the sightseeing list.

One of New York's leading newspapermen, Al Ramond, of the Herald-Tribune, who has been all over the world and has seen the biggest airports in many countries, said before boarding a TCA plane at the Edmonton airport the other day: "This is a beautiful airport. The field looks as busy as Laguardia Field, New York."

So when Capt. James Bell ascends to the impressive glass-domed control tower on the new administration building he can with truth say to himself: "I am now harbor master of a modern air harbor."

Jimmy Bell is a colorful figure. Early in the First Great War he joined the British army and served with the army for a time before getting a transfer to the Royal Air Force. He then became a member of the Independent Air Force, which was the heavy bombing division of the air force at that time.

Cap. Bell piloted the huge Handley Page bombers, the Lancaster or Flying Fortress of the last war. In civil life, after the war he was a civil engineer, a graduate of Leeds University. He was born in Yorkshire.

He first came to Canada in 1931 and worked for some time in railway construction with the firm of McKenzie and Mann. He was in Edmonton in the boom days of 1913 and for a time worked with the city engineer's department. Enlisting here with the 43rd Battalion in 1916 he later transferred to the Royal Engineers.

There he "was talked into joining the Royal Flying Corps, later the Royal Air Force. In 1928 he was appointed manager of the Edmonton airport and has occupied that position ever since. At present he is on "loan" by the city to the Dominion department of transport, civil aviation branch. He was granted leave for the duration by the City of Edmonton. Transport department is handling all aviation arrivals and departures from the airport during the war, both civil and military.

Cap. Bell has been in on many great aviation events since he took over his present position. He treasures the letters he has received from the great pioneers of aviation, such as the late Wiley Post, who twice passed through the Edmonton airport on his historic flights. Then there was Jimmy Slater, who just left short of equalling the feat of Post.

Cap. Ross G. Hoy, who crashed in the Rockies, west of Edmonton, while attempting a New York to Rome return flight, back in 1929 is another correspondent. He met Wilkins. There was Sir Hubert Wilkins, famed polar explorer and many others of lesser fame, all of whom had to sign "in" and "out" at Edmonton airport.

Cap. Bell met them all, shook hands with them all, and listened to their tales. The merry flights of "Wop" May.

Best Naval Job Possible is Being Done by Canada

VANCOUVER, Oct. 21—(CP)—Navy Minister Angus Macdonald arrived here by air late yesterday en route to the opening of Canada's new naval college at Victoria and said the Dominion is doing the best naval job she can "with the ships we have."

Commenting on a request by J. S. Roy (Ind. Gape), last week for a special session of the house of commons to discuss recent ship sinkings in the St. Lawrence river, Mr. Macdonald said:

"The St. Lawrence is only one of many coastal waters adjoining Canada and we can't put the whole Canadian navy in that locality. We are doing the best we can with the ships we have. If some people had been more naval minded in years

Longer Work Day In Civil Service Is Opposed by M.P.

OTTAWA, Oct. 21—(CP)—Jean Francois Pouliot, Liberal member of the House of Commons for Temiscouata, said yesterday he did not believe the government should extend the working day in the civil service from 6 1/2 to 7 1/2 hours.

Mr. Pouliot, chairman of the parliamentary committee on the civil service for two sessions, said in an interview the health of civil servants was far from what it might be and contended stenographers, typists and other employees were often forced to work in poorly-lighted, ill-ventilated and overcrowded offices.

"I might have had more ships to do the job with today."



Opening of Airport Administration Building

The new Administration Building at Airport will be

Open for Public Inspection

Between the hours of 3:00 p.m. and 6:00 p.m.

Wednesday and Thursday
OCTOBER 21st and 22nd

Children under 16 years of age will not be admitted.

Public will be conducted through the building in groups.

Another Step Forward EDMONTON

WITH the opening of the new administration building at Edmonton's Airport, Canada's far flung air system takes another step forward.

Halifax, convoy port on the Atlantic, Vancouver, sentinel of the Pacific, Alaska and New York are linked through Edmonton's Airport. Its modern new facilities will help air transportation speed production...aid communication...accelerate the war effort.

Lockheed salutes Edmonton and its Air Lines, Trans-Canada and Canadian Pacific, for the progressive spirit that makes these accomplishments possible.

LOOK TO LOCKHEED FOR LEADERSHIP

LOCKHEED AIRCRAFT CORPORATION

VEGA AIRCRAFT CORPORATION, Burbank, Calif., U.S.A.

WOODWARD
THE BEST FOR LESS

Woodward's
Venetian Blinds

Installed
throughout
the Airport
Administration
Building...

• Furniture Dept.,
Fourth Floor

This New Administration Building marks another step forward in Edmonton's important Airport development.



Monarch Paints
USED EXCLUSIVELY
THROUGHOUT THE NEW
ADMINISTRATION BUILDING
At Edmonton's Airport
MANUFACTURED BY
Edmonton Paint & Glass Co. Ltd.

PAINTING

The Entire Painting and Decorating Contract
At the
New Administration Building
At the Civic Airport, Was Handled By
W. B. FIRTH

10217 132 Street

Phone 83381

Wings

for the World's Greatest Travel System...



CONGRATULATIONS TO EDMONTON

On the Opening of the New
Airport Administration
Building

Citizens of Edmonton may well be proud of their Airport ... and particularly of the new Administration Building. One complete wing of this building will be occupied by Canadian Pacific Air Lines and a downtown office will be maintained in the C.P.R. Building for the convenience of air travellers. Routes operated out of Edmonton include:

Edmonton-Whitehorse-Dawson-connection at Whitehorse for Fairbanks

Edmonton - McMurray - Fort Smith and Yellowknife

Edmonton-Fort Norman-Aklavik

Edmonton-Port Radium-Coppermine

Full information, rates, reservations and details regarding express and baggage regulations from Canadian Pacific Air Lines Traffic Office, Phone 25191, or any Canadian Pacific Railway Agent.

G.W.G. BUCHANAN
General Manager Western Lines
EDMONTON

C.H. DICKINS
Vice-President & General
Manager, Montreal

... Canadian Pacific announces regular Air Line Schedules to Canada's Northland—

CANADA is a land of vast spaces ... a nation united and linked to other nations by virtue of its transportation systems. Since Confederation, the Canadian Pacific has played a leading part in building and operating these systems, internal and external. It is still pioneering.

Half a century ago, the Canadian Pacific linked ocean to ocean across Canada by rail. A little later it extended its services westward by ship across the Pacific. Then eastward over the Atlantic. Now it covers the North by air. Recently it has consolidated ten Canadian air transport companies running northward like arteries from the main east-west lines of communication into Labrador, Northern Quebec,

Northwestern Ontario, the Prairie Provinces, British Columbia, Yukon ... and the shores of the Arctic Ocean.

The Canadian Pacific acquired its first air transport charter in 1919 and (through affiliations and subsidiaries) has been closely associated with the development of air transport in Canada ever since. In 1940 the Canadian Pacific pioneered the Atlantic Ferry Bomber Service to Britain. Today its stake in aviation amounts to close to 100 planes and a flying mileage of more than 5,000,000 plane miles a year. This makes it one of the world's largest commercial air operators. Its routes are linked with Trans-Canada Air Lines and the leading United States air lines.

CANADIAN PACIFIC AIR LINES COMPRISE THE FOLLOWING COMPANIES:—

ARROW AIRWAYS
CANADIAN AIRWAYS
DOMINION SKYWAYS
GINGER COOTE AIRWAYS
MACKENZIE AIR SERVICE
PRAIRIE AIRWAYS
QUEBEC AIRWAYS
STARRATT AIRWAYS & TRANSPORTATION
WINGS
YUKON SOUTHERN AIR TRANSPORT

Canadian Pacific

AIR LINES

PASSENGERS • MAIL • EXPRESS •

ONCE WILDERNESS

Air Bridge to Asia Terminates at Edmonton Airport

Grant McConachie's Dream
Now Miraculous Reality
In Time of Greatest Need

By JACK DELONG

When young Grant McConachie dreamed of an air bridge to Asia just a short 15 years ago he didn't think his bridge would be a reality so quickly. Neither did he think the new miracle bridge of a miracle age would be inaugurated and play a star role in the greatest war in all human history.

Chief Stewardess



Melba Tamney, who directs the staff of C.P. Air Lines stewardesses, with runs radiating from the Edmonton airport. Miss Tamney will occupy hand-offices in the new administration building.

Mackenzie Chief



W. J. "Bill" Windrum, superintendent of the Mackenzie River district for C.P. Air Lines, who reports great activity in the north area at this time.

Youthful Chief



Grant McConachie, young general manager of C.P. Air Lines Ltd., western lines, whose early dream of an air bridge to Asia will have a tangible "payoff" in the coming Allied offensive against Japan.

Dominion Skyways, Ginter Coast Airways, Mackenzie Air Service Ltd., Canadian Airways, Yukon Southern Air Transport, White Pass and Yukon, and Prairie Air Lines Ltd.

Many other famed bush pilots made repeated forays into the wilderness of northern B.C. and the Yukon, along with Grant McConachie, before the present safe, all-weather route was finally secured.

Now the marvelous Alaska Highway follows the chain of air stations between Edmonton and Whitehorse on Canada's longest section of the bridge to Asia.

It is not exaggerating to say that had it not been for the daring pioneer work of McConachie, McMillan, Field and others, it is extremely unlikely that the Alaska Highway would have been built at all.

HIGHLY IMPORTANT

Now the most important section of a large number of aerial routes forming C.P. Air Lines in the west, the air line serving the Yukon, was until recently, the Yukon Southern Air Transport.

The Yukon district and Mackenzie airline, serving the Arctic area, have much larger space at the Edmonton airport, at which the company's huge fleet of machines are serviced and maintained. In the new airport administration building C.P. Air Lines will have numerous offices. Much of the work now being done at the downtown C.P.B. building will be carried out in the new airport building. The downtown offices will still be maintained.

The new airport building, the downtown offices will still be maintained. The new airport building, the downtown offices will still be maintained.

thank you...

RT. HON.
MALCOLM MACDONALD

... thank you for your kind reference to the City of Edmonton in your recent radio talk ... when you remarked that,

"Edmonton in the future may be one of the important cross-roads of air lines, flying to and from every corner of the earth."

RT. HON. MALCOLM
MACDONALD
High Commissioner from the
United Kingdom to Canada.

Now...

A New Airport Administration Building

for the convenience of those who travel by air ... a building comparable to any in Canada ... complete with administration offices ... rotunda ... restaurant ... and customs, ticket and post offices.

JOHN W. FRY,
Mayor, City of Edmonton.

and his associates, that the only really practicable all-weather passage to Whitehorse was the inland route from Edmonton and a scheduled service was put into operation in that year.

In 1940 Yukon Southern had been able to establish landing fields on their line to the far north at Fort St. John, Fort Nelson and Watson Lake, and that spring the company finally abandoned potshots and skis for their ships.

Their fleets were equipped with wheels, although some special machines still use floats and skis for certain chartered work.

Meanwhile another company had been organized at the Pacific coast which was destined to become part of the C.P. Air Lines system. This was the Ginter Coast Airways, founded in the interior of B.C. originally by a pilot of that name.

In 1934 Yukon Southern, seeking a Pacific Coast outlet, purchased the company, but sold most of the assets back to Ginter, obtaining the license for the run from Vancouver to Fort St. John, junction point on the Edmonton-Whitehorse flight.

This service has been retained under the present ownership. Now C.P. Air Lines has acquired the full title to the line as a result of the entire system is operated as one smooth-functioning mechanism.

C.P. Air Lines is serving Canada and the United Nations in an area where speed is of prime importance. And the air lines are opening a new chapter in the glamorous history of the Northwest as a new empire is carved from the "True North Strong and Free."

Aerial Pioneer



E. R. R. "Ted" Field, superintendent of the Yukon district for C.P. Air Lines Ltd., who braved the dangers of the uncharted northern wilderness with other pioneer fliers of the northland to blaze what is now a safe, reliable sky route.

story of the Northwest as a new empire is carved from the "True North Strong and Free."

Vital War Job
Is Carried Out
By CP Pilots

Figuratively flying wing to wing with the men of the United Nations' air forces are a handful of C.P. Air Lines pilots, operating north from Edmonton during the past summer.

These pilots are not at the controls of swift, sleek fighter ships, or are they piloting the huge bombers roaring forth on errands of destruction. But they are performing a vital war service just the same.

All summer long these civilian pilots have been bringing supplies to troops and civilian workers along the strategic Alaska highway and they have been transporting survey parties to remote regions of the far north, where other important projects are underway.

NIGHT AND DAY

Almost night and day the work is going on. The men who are engaged in this work, which is not without considerable risk, over wild and rugged mountain ranges, including Stan Emery, Harvey Johnston, Bud Potter and George Gilmour. Landings are often made far from the routes taken by regulation air lines on unimproved lakes or primitive landing fields, hastily cleared for temporary use. But the work goes on without pause and these pilots are delivering the goods. They are conscious of, and also proud of, the fact, they are performing a duty that is important to the cause of the Allies, and their slogan is: "If it's flyable, C. P. Air Lines will deliver it any place in the world."

Sheep Breeders

Re-Elect Leader

CALGARY, Oct. 21.—(C.P.A.)—Hilaryman, a sheep breeder, was re-elected president of the Alberta Sheep Breeders' Association at the annual meeting held here last night. J. McCulloch, Drumheller, was elected first vice-president and L. Bartlett, Vauxhall, second vice-president.

A dog's eye move only up and down, while a dog's also moves sideways.

Will You Lend Your Money to Canada NOW? ... Or Give it to Hitler Later?

NOTHING MATTERS NOW BUT VICTORY!

Buy the New VICTORY BONDS HOTEL EQUIPMENT AND SUPPLY CO. 9931 JASPER AVENUE PHONE 22264

IT HAS TO BE

THIS

...before THIS



Wires and Cables for Victory come first!

There must be no let-down—no half-hearted effort—no blind ignoring of facts in the job confronting us. *We must win this war!* No sacrifice is too great, no task too heavy—if it through us the heritage of Freedom can be preserved for the Canada that is to be. And the war is not being fought in the front lines alone. Here at home, management and labour, shoulder to shoulder, are accomplishing amazing feats of production. The "tools" are being given.

Wires and Cables of every type are being supplied in vast quantities by Northern Electric. Power, light, communications—vital essentials to navy, army, air force and allied industries—are being carried over wires and cables whose peace-time development has been tremendously expanded into war-time production. It is understandable then, that the production and delivery of wires and cables for other-than-war needs must be considered of secondary importance as long as the present conflict lasts.

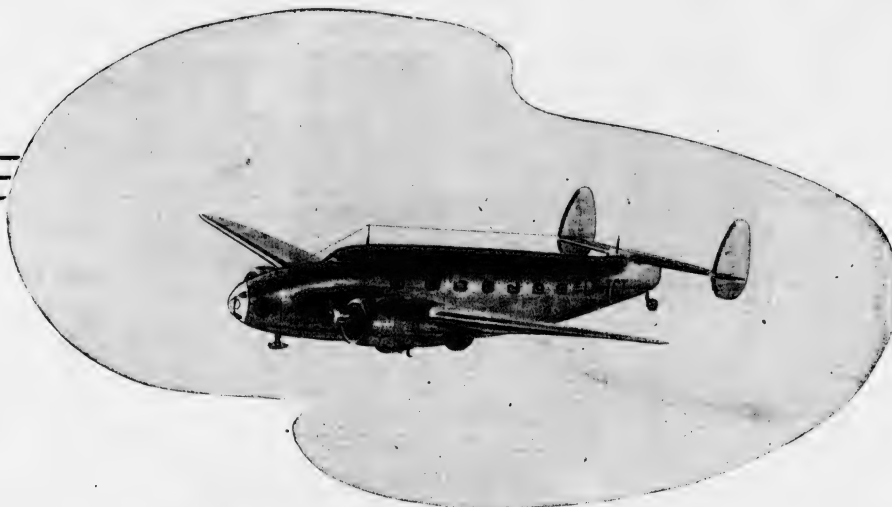
We of Northern Electric, Edmonton, are proud to have had a part in the construction of the important link in Canada's chain of airports located here, and congratulate those in charge as well as those whose labor so materially contributed to the fine structure which will be officially opened here tomorrow.

A. McCULLOCH, Alberta Manager.

Northern Electric
COMPANY LIMITEDThe New
Airport
BuildingContract
Handled
By

ELECTRICAL COLIN ALLAN

10233 Jasper
Phone
21861



SERVED THE NATION

With Victory the Aim

There's a steady roar of aircraft over Edmonton today . . . the deep-throated chant of power fulfilling the promise of the sky. The demands of global war have placed Edmonton at the cross-roads of the world. From Edmonton stem out far-flung air-routes over which fighters, bombers, airliners speed toward Victory.

For Victory is the aim . . . nothing matters now but Victory. In the battle where the enemy is time, Edmonton plays a vital role . . . just how vital will be told when the Victory is won.

Then . . . in the peacetime world . . . the lessons learned in war will send airborne trade and commerce flowing through Edmonton in a swelling flood.

Trans-Canada Air Lines, since its inception five years ago, has recognized the importance of Edmonton. Now, with the men and machines of TCA dedicated to the nation's war effort, the Airline and the City work together for Victory.

In peace, TCA accelerated the tempo of Canadian business and social life. In war, as this continent's fifth-ranking airline, every foot of TCA's 5,000-mile route from Atlantic to Pacific is playing its part in speeding men, materials, and mails essential to Victory.

In peace and in war alike, Trans-Canada Air Lines has one constant, unvarying objective . . . to serve the nation.

NOTHING MATTERS NOW BUT VICTORY

Buy the New Victory Bonds

TCA *TRANS-CANADA AIR LINES*

SERVES EDMONTON SINCE 1938

Trans-Canada Airlines Has Vital Role in Age of Speed

Swift-Paced Aerial Fleet Saves Many Long Hours On Flights to Coast

It was on Oct. 3, 1938, that the first Trans Canada Air Lines silver Lockheed roared south from the Edmonton airport for Lethbridge on the first regular mail flight connecting Edmonton with the Atlantic and Pacific coasts by air mail.

A few months later, on April 1, 1939, the first passenger schedule was inaugurated over the same route. Now TCA has machines flying twice daily in and out of Edmonton airport on a clock-like schedule, famed far and wide for dependability.

TCA passenger, mail and express services connect with the main Trans-Canada Air Lines services operating between the Atlantic and Pacific coasts. And the volume of business on this important feeder line has increased more than 200 per cent. In the last year alone, officials here stated recently.

VITAL BUSINESS
A majority of passengers carried these days are persons engaged in vital war business in which speed of transit is of paramount importance.

The company has a large modern hangar on the airport field, where its machines are kept lined up to the concert pitch demanded by modern high speed operations. A large staff of expert mechanics and modern tools are employed.

Airport offices of the company have been in this building, along with pilot and stewardess rooms, but all airport offices will be henceforth in the handsome new administration building.

TCA also has the latest in radio beam equipment, in line with the company policy of "only the best" in the way of safety devices is good enough for TCA.

A passenger steps on a TCA ship at the Edmonton airport at 7:15 a.m. and is in Vancouver at 12:35 noon. If he has preference for an evening flight he can leave here at 6:15 p.m. and is at Vancouver airport at 10:40 p.m.

Toronto and the large centres of the east are only an overnight journey away by air.

TRAFFIC STAFF
D'Arcy McLeod is traffic manager for TCA in Edmonton. Downtown offices of the company are located in the Macdonald. Chief assistant of Mr. McLeod is Miss Olive M. Burns, while Miss Margaret Meagher is the third member of the downtown office staff.

Out at the airport, Thomas Cunningham is TCA's station manager. Mr. Cunningham has as his assistants Miss Helen Bradley, and Miss Margaret Chalmers, passenger agent.

On the wireless and beam operation station are Operator, Robert Reynolds, Morris Baker, Victor Martinson and James MacDonald.

Only the best in pilots and co-pilots operate TCA's gleaming Lockheeds on the Edmonton-Lethbridge flight.

Pilot receive regular Link Trainer check tests by the chief pilot in charge of pilot training, who pays visits at regular intervals to each operating base to check pilots and co-pilots on instrument flying. All beam and radio equipment is subject to similar periodic testing.

TCA now steps forth into a new era with the opening of the large Administration Building. The fine machines and efficient personnel of the company proudly take their places in the new setting at an airport that now rivals LaGuardia Field for activity.

BELLEVILLE'S GIFT
LIVERPOOL—(CP)—Canadian Trade Commissioner A. J. Bryan has presented a mobile canteen, gift of the Imperial Order of the Eastern Star, Belleville, Ont., to Admiral Sir Percy Noble, commander-in-chief of the Western Approaches.

Saleslady



Miss Margaret Meagher, who handles ticket sales for Trans-Canada Air Lines at the city office.

"Delayed Action" Chute Designed For Strato Jumps

BOSTON, Oct. 21.—(AP)—A parachute capable of "delayed action" opening 300 feet from the earth in a plunge from the stratosphere has been designed by A. Leo Stevens, acoustics pioneer, the Boston Traveler said yesterday. The paper, in an article approved by the army bureau of public relations, quoted Ward K. Holand, an associate of Stevens, as saying that

the "chute is 'fully automatic and can be used to land supplies as well as men'."

Here are 1942 statistics, as far as they are available:
Mail (pounds)—January, 138,106; February, 120,565; March, 133,324; April, 139,273; May, 166,426; June, 174,104; July, 190,971; August, 208,617.

Passengers—January, 5,811; February, 5,305; March, 7,293; April, 8,815; May, 9,340; June, 10,217; July, 9,440; August, 9,584.

Passenger (pounds)—January, 13,564; February, 14,044; March, 14,064; April, 16,372; May, 22,184; June, 27,496; July, 32,322; August, 38,855.

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TCA Sets Up New Traffic Marks in 1942

Month by month this year, traffic for the Trans-Canada Air Lines has grown until all records have been broken.

Air mail increased from 128,103 pounds in January to 208,617 in August. The total for the eight months was 1,380,565, only 123,031 pounds less than the volume carried in the whole of 1941—3,800,614. The eight months this year topped the whole of 1940 by 308,646 pounds, or more than 169 tons.

Air express has more than doubled itself in the period, rising from 13,564 pounds in January to 28,855 in August. For the eight months it totalled 179,992 pounds, more than three tons greater than in the whole of 1941, when the amount carried was 113,192 pounds. The increase this year so far over all of 1940 was more than 37 tons.

An examination of this year's figures shows that in express cargo, succeeding month was better than the month before. The shorter month, February, caused a small drop in mails as compared with January, but the advance was steady month after month from March on.

HEAVY TRAFFIC
As compared with January, the number of passengers declined slightly in February and July was lighter than the record month of June. For the eight months, the total was 66,674 passengers, as compared with 63,114 for the whole of 1940, and 53,180 for 1940.

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Traffic Assistant



Miss Olive M. Burns, who is assistant to Traffic Manager D'Arcy McLeod at the city traffic office of Trans-Canada Air Lines in the Macdonald.

Canada War Goods Best Reaching U.K.

OTTAWA, Oct. 21.—(CP)—Munitions Minister Howie last night brought back to Canada an encouraging message for Canada's 900,000 war workers—the materials they are turning out are the best reaching the British Isles, on the authority of Lt.-Gen. A. G. L. MacNaughton, commander-in-chief of the Canadian Army overseas.

"They are delighted with our materials over there," Mr. Howie said. "Gen. MacNaughton says it's the best stuff that has come to England—and that pleased me a great deal."

From his series of conferences in London, Mr. Howie took time out for a visit to two or three British plants.

"Locations and all that sort of thing are very secret over there—I can't tell you about them but their production is magnificent," Mr. Howie said.

George Washington was not a signer of the Declaration of Independence.

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Northern Lakes Furnish Fish For Continent

Lake Athabasca's fish and spruce lumber from the forests of the lake region are sent to the markets of the continent by the McInnes Products Corporation, a company formed here in 1915.

Headquarters of the corporation are located at Waterways. There storage plants, refrigeration plants, and ice storage sheds as well as office quarters are located and also at Cracking Stone Point the fish production site on the lake.

The products of the fishing, white fish, lake trout, and pickerel, find extensive markets in eastern Canada, Chicago and other eastern United States cities.

OPERATES FLEET
In its fishing operations the company operates a fleet of power boats and refrigeration boats to ensure that the fish reach the markets in the finest possible condition.

During the winter months the company carries on lumbering operations, and in summer the mills are working at full speed turning the lumber into finished lumber. This product is shipped to the eastern Canadian and United States markets.

The corporation also operates a transportation service, having boats plying between Waterways and Goldfields and Waterways and Fort Pittshead.

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Edmonton Manager C.N. to Canvass For Victory Loan



D'Arcy S. McLeod, city traffic manager for Trans-Canada Air Lines in Edmonton, whose office now copes with a record-breaking amount of traffic.

The first railroad in China, 10 miles long, was built in 1876. The government abolished it a few years later because a man was run over and killed.

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C.N. to Canvass For Victory Loan

MONTREAL, Oct. 21.—"Every employee of the Canadian National Railway at work on the Canadian lines, and for the auxiliary companies will be personally canvassed and invited to subscribe to the 'Third Victory Loan' said D. C. Grant, vice-president in charge of finance for the National Railway.

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In the right-of-way and wharves and sheds in quantity, where a considerable number of men work during the open season. The selling organization received instructions well in advance of the opening of the campaign today, and every man is well prepared for his task of approaching fellow workers.

GERMANIZING LORRAINE
LONDON.—(CP)—French names in occupied Lorraine now are being "Germanized," says the Swedish "Svenska Dagbladet." Monsieur Dupont will become Herr Breuer, Gantier will be changed to Walther, Bour, Bauer, Zinguer, Zingier, Veier, Weber, and so on.

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Lathing—Plastering—Stucco

at Edmonton's New

ADMINISTRATION BUILDING

By

C. BECKETT

11741 101st Street Phone 71991

Indson's Bay Company

INCORPORATED 27 MAY 1870



Best Wishes...

For the Successful Future of the City of Edmonton as an Important Air Centre

SHEET METAL AND ROOFING

for the

Administration Building City Airport

Supplied by

WESTERN STEEL PRODUCTS

EDMONTON BRANCH

GENUINE BRITISH PLATE

GLASS

and

"Vitrolite"

"Vitrolite" is the Registered Trade Mark of Pilkington Brothers Limited, England

ARE AN IMPORTANT FEATURE OF THE NEW ADMINISTRATION BUILDING AT THE EDMONTON AIRPORT

British Plate Glass is Conveyed to Canada by the British Navy

SUPPLIED AND INSTALLED BY

PILKINGTON BROTHERS (CANADA) LIMITED

SOUND EQUIPMENT

In the New ADMINISTRATION BUILDING

At the EDMONTON AIRPORT

Supplied By

Taylor & Pearson Ltd.

DISTRIBUTORS RADIO AND AUTOMOTIVE SUPPLIES



BUY 'EM WITH...

VICTORY BONDS

CALGARY BREWING and MALTING COMPANY LIMITED

SPACE DONATED BY

MAKERS OF "CALGARY" GINGER ALE

THE ARMY & NAVY DEPT. STORE CONGRATULATES THE CITY OF EDMONTON ON THEIR FINE NEW AIRPORT ADMINISTRATION BUILDING

Buy!—and save money at the ARMY and NAVY

3 FLOORS OF DARING VALUES! OUTFIT THE ENTIRE FAMILY AT THE ARMY AND NAVY STORE



WINGS

of the NORTH
bring FAME to
ALBERTA

THE NORTH

Wakening to the roar of planes—yields its hidden wealth
in the cause of victory:

ENOUGH

RADIUM and OIL to last the world for centuries

ENOUGH

COPPER, TUNGSTEN, NICKEL, SILVER, LEAD, ZINC,
COAL, TIMBER, to make EDMONTON the Pittsburgh
of the Empire.

ALBERTA'S INDUSTRIAL FUTURE DEPENDS ON THE NORTH

EDMONTON the Capital City

FORGES AHEAD

with the PROVINCE

EDMONTON, Gateway to the North, is destined also to be a Gateway to the Future... a future of immense opportunity, of industrial and economic progress, of virile social growth and healthy expansion to broad new fields of social endeavor. With the Greatest Commercial Airport in the Free World, and as the Portal to the greatest new mineral heritage awaiting development, Edmonton and Alberta are today the cynosure of all discerning eyes, the new pivot of world skyways.

Government of the Province of Alberta

HAS FINE NEW EQUIPMENT

Modern Cafe Will Serve Public in Airport Building

Canada Railway News Co. To Operate Restaurant On 24-Hour Schedule

Air travel invariably makes people hungry. This condition is looked after in the handsome new administration building at the thriving city airport.

Heads TCA



H. J. Symington, Montreal, president of Trans-Canada Air Lines, who guides the destinies of one of the largest air transport systems in North America.

Sky Pioneer



Stan McMillan, former north country pilot, and now with the R.C.A.F., whose judgment was largely responsible for the present aerial route to Alaska being selected. Grant McConachie, Ted Field, and Sheldon Luck were other aerial pioneers who flew the route a few years ago.

A modern, fully-equipped lunch room, with both counter and table service will be operated in the new building, where passengers, either departing or arriving, may partake of the tastiest in the way of full course meals or lunch snacks.

The lunch room will be operated by the Canada Railway News Co. Ltd., which has been catering to the travelling public in Canada for 65 years. The company operates all restaurants on the Canadian National Railway system and all lunch rooms in T.C.A. airport stations. In addition, Canada Railway News supplies all food served to air travellers on T.C.A. planes while the machines are in operation.

The lunch room, conveniently located just to the left of the main passenger waiting room, will remain open 24 hours a day.

Planes come and go at all hours so we will be there to take care of the travellers both night and day.

V. J. Gray, supervisor of Canada Railway News restaurants, western region, declared:

SUPERVISING OPENING
Mr. Gray has been here from Winnipeg, supervising installation of equipment and making general preparations for the opening of the restaurant.

With Mr. Gray is C. C. Phelan, vice-president of Canada Railway News, also of Winnipeg, and Hamilton Donley, chief inspector of restaurants for the western region.

The lunch room is strikingly decorated in the air force colors of blue and red.

The counter face is of blue granite, while the floors are covered with battleship linoleum, with blue to match.

The fixtures are modern throughout and of the highest quality obtainable. All of the most recent safe guards for sanitation are provided.

F. Fredericksen, who formerly managed the railway news restaurant at St. Clair, is the permanent manager at the airport establishment. He has had many years service with the company and is a thoroughly experienced food caterer.

All help employed here will be local residents. Mr. Fredericksen stated: Special efforts will be made to fill the lunch requirements of the permanent staffs at the various airport offices.

All equipment in the cafe was purchased from the Edmonton firm. Another service that will be featured are lunches for transport plane crew. These will be put up so they may be taken aboard the planes at any hours of the day or night.

To Raise Pay
WASHINGTON, Oct. 21—(AP)—The senate completed congressional action yesterday in bill raising the pay of members of the Women's Army Auxiliary Corps. The raises begin with an increase from \$21 to \$29 a month for those in the lowest ranks.

Services Airplanes



W. Leigh Brimble, once posted Arctic flier, is now president of Aircraft Repair Limited, large Edmonton plant that repairs and services all R.C.A.F. training equipment here.

Western Chief



E. W. Stull, western divisional superintendent of Trans-Canada Air Lines, maintains his offices at Lethbridge, where the important feeder service to Calgary and Edmonton branches off.

NO-DOG-MAN FOR LIFE
SPUTHEEN, Eng.—(CP)—Sidney Barrett was disqualified in court for life from keeping a dog. Simultaneously he was fined about \$28 for failing to give his spaniel proper attention.

NORTHERN ALBERTA

DAIRY POOL PRODUCTS
Will Be Supplied
FRESH DAIRY
To The
CANADA
RAILWAY NEWS
AIRPORT CAFE

This Is
Your Assurance of
Fresh Milk and Cream.

NORTHERN ALBERTA DAIRY POOL
PHONE 28104

Best Wishes
To the
CANADA
RAILWAY NEWS
AND THEIR
AIRPORT CAFE

SNOWFLAKE
LAUNDRY & DRY CLEANERS
Phone 25185

National Life Speeded As Vital Cargo Moved Trans-Canada Air Lines

Before the war, Trans-Canada Air Lines had quickened the pace of Canadian business and social life. Days of travel were reduced to hours and the far-flung communities scattered across more than 3,000 miles became next-door neighbors. It is now possible to travel all the way from Halifax to Vancouver in a little more than 18 hours.

T.C.A. is only five years old. Indeed, as a full-fledged air line it is younger than that. While it was incorporated in 1937 and in that year began a small operation, it was not until the spring of 1939 that transcontinental air mail, express and passenger service was inaugurated.

A year later it was extended from Montreal to Moncton and from Toronto to London and Windsor, and in another year it reached out to Halifax and to New York. A few months ago, the wartime operation to Sydney, N.S., and Newfoundland went into effect.

In three short years Trans-Canada has become in the fullest sense the Dominion's national air service. The fifth ranking air line on the continent, it operates from Atlantic to Pacific over a route nearly 5,000 miles long, flying more than 7,000,000 miles a year. Its ports of call include the national capital, and the important centres—Halifax, Moncton, Montreal, Toronto, London, Windsor, North Bay, Winnipeg, Regina, Lethbridge, Calgary, Edmonton and Vancouver, St. John's and Gander, Newfoundland, and New York, a flight of two hours from Toronto.

SPEED IS KEYNOTE
Speed created the modern world and with the coming of the war the world goes even faster. Ex-

the emergency, though the full story cannot be told until after the war, engaged in essential war duty as a swift messenger, Trans-Canada has at the same time given many of its staff to the armed forces, as pilots and observers, radio technicians, engineers and members of other services. In their spare time, air crews have assisted in the training of Air Force personnel and have ferried military aircraft.

ASSIST IN RESEARCH
The air line's engineering department has added to its work research into problems for the Allied air forces and for aircraft manufacturers. The base at Winnipeg is engaged in many war projects, such as engine overhaul and propeller and instrument checks and repairs, for the Royal Canadian Air Force and for the British Overseas Airways Corporation.

Part of Trans-Canada's contribution to the war effort is the modification, the maintenance and servicing of bombers for trans-Atlantic return ferry service. The R.A.F. ferry Command delivers the bombers overseas. The B.O.A.C. operates the service bringing the crews back to Canada in the aircraft modified and serviced by the T.C.A.

NEW TRAIN WOMEN
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VISIT OF WILLKIE RECALLED

Edmonton Has Important Role in Strategy of Victory

Hon. W. A. Fallow Predicts
Airport Facilities of City
To Hasten Final Triumph

Aviation, centred at Edmonton, will quite probably hasten the day of victory for the United Nations and has already printed the name Edmonton on the aerial map of the world in indelible letters.

This was the view expressed by Hon. W. A. Fallow, Alberta minister of public works, himself an enthusiastic air traveller. The new administration building at the city airport is just a forerunner of great things still to come, Mr. Fallow predicts.

The minister made the following statement on the eve of the opening of the new airport administration building:

In my opinion the great airport development which is proceeding in Edmonton, and which is exemplified in the opening of the new Administration Building, is a pointer to still greater achievements in the immediate and distant future. Coupled with the tremendous de-

C.P. Vice-President



W. M. Neal, vice-president of the Canadian Pacific Railway, who expects the airplane to play a role of increasing importance in the future plans of his company.

velopment of Air Training facilities here and through the Province, events to date are placing Edmonton indelibly on the map as a world centre of immense strategic importance, scarcely imaginable to the ordinary citizen.

WILLKIE'S VISIT

Quite apart from the tremendous volume of civil and military air traffic which now courses through our capital city, the recent arrival of Mr. Wendell Willkie some days ago has also marked Edmonton as a little centre on the Crossroads of the World. This epochal flight from Chungking, China, to Washington, U.S.A., was routed through Edmonton for no other than extremely practical reasons. It has shown, in realistic manner, a small picture of Edmonton's future, when aircraft from the Orient and the Occident will use this airport and our hotel facilities on routine flights in the days of peace to come.

GREAT ROLE

Today we are content that Edmonton should play such a large part in the military and air development of the United Nations. Because of her existing facilities, built up through the pre-war years, the city has been able to help push forward northern development in Alaska and the mineral areas of the Mackenzie basin in a manner that may well shorten the period before victory is won. These facilities, enhanced in order to cope with the needs of war, will again prove of marvelous value in the days of reconstruction to follow, when the opening of the northwest and the utilization of this last great frontier will provide men with the means to social expansion and economic betterment.

Citizens of Alberta join with one another in congratulating Edmonton on this latest achievement, and in giving praise where it is due to the pioneers of the sky trails who revolutionized transport in the north.

Lauds Airport



Hon. W. A. Fallow, Alberta minister of public works, who predicts the Edmonton airport will play a prominent part in the triumph of the Allied Nations.

North Activity
Gives Edmonton
Leading Place

Fastest growing city in the prairie provinces, Edmonton has good prospects of doubling its population in the next 10 years, according to opinions expressed by enthusiastic boosters.

Now the biggest city in Alberta, Edmonton and its suburban districts have a population in excess of 100,000.

Latest figures issued by civic authorities give Edmonton a population of 93,924, compared with 91,723 a year ago. Including such districts as Beverly and other suburban areas, the city is obviously over the 100,000 mark.

Edmonton holds a key position on the new U.S. highway to Alaska, and as a result has sprung into the spotlight on this continent as one of the big cities that will expand rapidly, aided by manufacturing and industrial possibilities.

Wholesale and retail firms are well stocked to meet the requirements of the northern trade, subject of course, to the results of wartime restrictions.

Edmonton's development in post-war years will be speeded by the key position it holds on tourist routes. At the present time, links are being built on the Jasper highway, west of Jasper, to connect with the R.C. highway by way of Blue River to Kamloops and Vancouver. Still another route will be built west of Jasper to Prince George, to connect with the present road from Prince George and Vancouver.

The full islands contain 93,000 settlers transplanted from British India.

8,000 Acres Burn
In California as
Bush Fire Spreads

SANTA MONICA, Calif., Oct. 21.—(AP)—A brush fire which broke out in the Santa Monica mountains north of here burned over an estimated 8,000 acres and was spreading rapidly inland last night.

More than 800 men fought the blaze, and firemen from the Los Angeles fire department were stationed at the far flung city limits as a precaution.

Spence Turner, Los Angeles county fire warden, said the blaze

had jumped the highest ridge of the Santa Monica mountains as it raced inland. It also reversed its path in the opposite direction and flamed back along Malibu Creek toward the ocean.

AVIARY CINEMA

GOSFORTH, Eng.—(CP)—England's smallest cinema is a converted back garden aviary which once held 100 love birds. It belongs to Nicholas Fraser and is the pride of his 11-year-old daughter Muriel, who entertains her school chums there with moving pictures, at one-penny admission—for war funds.

Eight Housewives
On Jury to Try
Dice Game Girl

CHICAGO, Oct. 21.—(AP)—A jury of eight housewives and four men qualified to inflict the death penalty was completed yesterday for the trial of Mrs. Eleanor Williams, 25, blond dice game girl, on a charge of murdering her sweetheart, Gordon McNaughton, 32, former major league baseball player. Her attorneys indicated they would contend Mrs. Williams was

temporarily insane last Aug. 6 when room where she found him with another woman.



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EDMONTON'S AIRPORT
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of

TELEPHONE
WIRINGConnecting
all Hangars

and Communication

Depots on the

Fields

ALL WORK COMPLETED BY
CITY TELEPHONE SYSTEM
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and
TERRAZO

at the new

Administration

Building

Handled By

Empire

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POOLE

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218 Tegler Bldg., Phone 24441

Play by Play

DAVID PRESTON
BY PAUL

THE STORY: Returning to camp from a football game, the new captain of the Lincoln field team, Nancy Hale, is met by her father, Mr. Hale, who is the coach's daughter. She is the daughter of a football player, and she is the daughter of a football player. She is the daughter of a football player, and she is the daughter of a football player.

CHAPTER III
PROMOTIONS, so Miss Hyle, Miller told herself, are all honey, one doesn't really have to, just imagines them. It's merely that the getting touchy on the subject of Diane Hogan, she spoke silently, even with a wry note of humor in the foot of it.

"Here handsome, he's desirable, he's grand," another part of her gave no thought to it, then mentally going it away. Of course Nancy Hale liked Diane. It was only natural. Mrs. Hale was a well, a smart somebody, obviously. Come to think of it, said Hyle to herself, Nancy, liking Diane so much and so instantly really justifies my own high opinion of him. And anyway, Hyle thought, even if he won't make any difference, because Diane is so girlishly never knew the exist.

That comforting thought ended the odd little girl's conversation; moreover, loud masculine voices broke into her reverie. The graduates were pouring into the gymnasium to dress for practice again. Here in her father's office she could hear most of what they said and faint sometimes it meant meant

Hold Everything



"We meet once a week and everybody pursues his own hobby!"

Loaf-A-Day



"And if you promise not to tell mother, I'll give you six per cent interest, just like a real bank."

Curious World

—By William Ferguson



for young ladies). She swung back to her typewriter, doing Pop's letters for him. A football coach has a lot of correspondence, records and things, plus a lot of company and a lot of telephone calls. Even now Pop was snoring under: at least his desk was. But secretarial help was harder and harder to find these days and Hyle's own hand-and-foot typing, sandwiched in after a long day at school, made barely a dent in the work at hand.

In a quarter hour, though, she had laid out the place in various visible forms. The male animal would Monday post-mortem here in Pop office, about Saturday's 150 defeat. There would be a skull session about next Saturday's game. Much loud talk. Much slapping of hands. Much renewing of steam. Much energy in the human engines who were old really uniforms, shoulder pads and cleated shoes.

"Certainly this ain't the best place for a well," Pop himself had told her. "Sweetie, you blow out of here at practice time."

"I won't," she had countered. And he had thrown a leather belt over her head and had caressed her hair, only the man who was 30 and the daughter who was 19. Oh, how she loved Pop!

She loitered a moment near the doorway, frankly hoping for a glimpse and a smile from big Diane Hogan. Then she looked out and saw him bob a practice punt, high and far. The beauty of it thrilled her.

"Going out to watch practice?" a voice asked at her elbow that she knew. "Oh—," she started, Mr. Norman, the hospital to see about Nancy Hale and Scooter."

"Love me any, yet?" he murmured that intimately, closely, straight into his old tricks again. She didn't answer till her anger subsided, like she grabbed her bike and rode it violently the half mile to the hospital. Presently, she was sitting at Nancy Hale's side.

"You must be in heaven," the young widow said, after her greeting. "You, the coach's daughter, and bossing so many fine boys. They've all been here with gifts. So sweet to me!"

Hyle laughed. "I'm not the boss. Pop is. But I love it all! It's pay and—chummy? With a lot of laughter? A lot of fun! Tell me, Miss Miller?"

She said it so eagerly that Hyle was surprised, eagerly, almost hungrily. Hyle thought she understood.

"Please just call me Hyle, or Bly," she said kindly. "Yes, it's lots of fun. Football season is anywhere there. The flying field here has

players from several of the biggest schools. State U. The Agassie Rice. Maize. Oh, a lot of them. Pop is so proud. That's the only game we've lost so far."

Nancy Hale lay back a little while. A lot of fun, she sighed then, at the ceiling. "Laughter. Gales. Good times. Bly's the touched her hand. 'Honey, you and any fun. Nancy? You and little Scooter?'"

"Are you still grieving?" "No, the sting of—that—is gone. My husband is a memory now, enshrined. But since it happened, Scooter and I—Bly, we don't have any people! No place to go. No—subsidy. Not even any money! Don't you understand?"

All at once she was in tears and Hyle's heart went out to her. They talked a great deal more, woman. The sun was low when Hyle took little Scooter from the nursery ward and rode him to her home in the bicycle basket. The tiny fellow found much to delight him.

"He's lived in auto camps and worse. I guess, for almost a year, Norman?" Hyle explained, at dinner table.

"He's a darling." "He is that," Pop Miller nodded. "And hussy! I'll make a fullback of him, you see!"

They showered presents on him and, taking her chances of giving effect, Hyle loaded a suitcase of her own clothes and took them to the hospital for Nancy Hale.

"It's a gift," she explained. "I'm lending you these because you need them. You're out of here to school, you know. They are worth \$10 and you must pay me some day."

She got with it. Reward was a worthwhile look from the wan but oddly beautiful girl in the hospital bed. Hyle felt that incomplete glow which only such deeds bring.

A bit later, in the hospital hall, a nurse whispering to Hyle, she said, "The poor dear will be stronger when she leaves. She acted like she was starved."

Hyle knew now that it wasn't an act. The horror of such a change as hunger in this great land appealed her. Then, happily, she told herself that something could be done about that now.

"She's a great deal of a expert Norman Dana will make a play for her." Hyle was little-girl talking again with herself. "At least I certainly hope he does."

It might be reflected, he a solution to her own problem with Norman. Norman, the good-looking quarterback who unfortunately knew he was good-looking, and forced himself to be as well. But it wasn't Norman who at that moment, came down the hospital corridor to Nancy's door, failing to see Hyle there at the nurses' desk because of the huge expensive-looking gift of flowers that he carried.

It was Diane Hogan. And even Hyle knew that Diane couldn't really afford such things! To be Continued

HUGH STRIVER

SUPERMAN

ORPHAN ANNIE

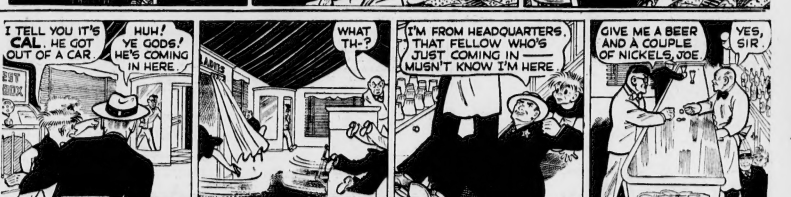
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GASOLINE

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BOOTS and Her Buddies

ALL EYES



Store Opens 9:00 a.m., Closes 5:30 p.m. Daily, Except Wednesday, 9:00 a.m. Until 1:00 p.m.—To Call EATON'S, Dial 9-1-2

THURSDAY A BIG DAY AT EATON'S

Boys' Snowsuits

Warm and sturdy for active little lads! Heavy fur cloth in blue, brown or red—one-piece style with zipper front, leather reinforced knees. Matching helmet. Sizes 2 to 7 years. SPECIAL—SUIT—**\$4.98**

Girls' Blouses

Good looking tailored blouses—“teensers” will love them! Regulation style with waist neck, long sleeves, buttoned front—good length with tucks for neat fit at waist. Smooth spun rayon material in rose, blue, green. Sizes 12 to 14. SPECIAL—EACH—**\$2.98**

White Blouses

Girls' crisp white cotton broadcloth blouses—so neat and smart with skirts or jumpers! Short sleeved style with Peter Pan collar, buttoned front—red or blue trim. Sizes 3 to 5 years. SPECIAL—EACH—**\$1.00**

Baby Bunting

Cosy bunting for baby's outings! Wool chin-chilla fabric in pink or blue—cozy style with zipper front and attached hood. **\$2.98** SPECIAL—EACH

Children's Wear, Second Floor

Men's Overcoats

—EATON BUDGET PLAN TERMS may be arranged, if desired.

Such grand choice for you here—and they're all coats of fine quality and superb warmth! Handsome two-piece double-breasted, form-fitting model with half belted back—single breasted, loose fitting, plain black Balmain, too! And that's not all! This grouping also includes a few conservative bluster types. Colors of green, grey, blue and brown. Sizes 36 to 44. **\$17.95** EACH.

Coat Sweaters

Here's a grand array! Button front and zipper front styles in fine wool knits. Some, plain, some banded effect—a few with tweed or wool-and-rayon front panels. All wanted colors—sizes 36 to 44. EACH. **\$2.95 to \$4.95**

—Men's Wear, Main Floor

Men's Worsted Suits

Yes—it's a good looking group in every way! Fine quality worsted materials in patterns that make for quiet distinction—neat single and creased stripes on blue, grey, green, navy. Imperably tailored with single breasted coat, vest, one pair of trousers. Splendid value for the money, you'll agree! Sizes 36 to 44. **\$22.50** 3-PIECE SUIT.

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—Men's Suits, Main Floor

Women's Warm Hose

Standard: A fine quality rayon pulled over wool—grand value for cold weather! From low-cut to full length. Right-hand for right foot, left-hand for left foot. Sizes 8 to 10. SPECIAL, PAIR—**59c**

Corduroy Housecoats

You'll love the richness of the soft, cotton corduroy—and you'll enjoy their cozy comfort! Floor length, wrap-around styles with long sleeves. Colors of blue, rose, navy, turquoise and wine. Sizes 14 to 20. SPECIAL, EACH—**\$7.95**

Winter Weight Bloomers

Women's bloomers of cotton with a softly fleeced inner surface—so cozy for Winter! Regulation style, fly trim. Peach shade, sizes medium and large. SPECIAL—EACH—**69c**

—Lingerie and Housecoats, Second Floor

EATON'S BARGAIN SECTION

WOMEN'S AND CHILDREN'S

WOMEN'S SLEEVES—At wool knit—fine cotton—double knit—grey color. So comfortable for Winter! Sizes 10 to 14. PAIR—**\$2.19**

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STAPLES

Three Day Sale! Thursday, Friday and Saturday

Pillow Cases

A 10:30 Special!

They're made to take lots of hard use! Firm white cotton, finished with neatly hemmed ends. Standard width, about 42 inches. THURSDAY, 10:30 SPECIAL, 4 Cases **89c**Quick-drying tea towels in a mixture of cotton and rayon. White with bright colored borders. Neatly hemmed ends, finished size about 20x30 inches. EACH **35c**

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Clearance Price

They're smartest they're sturdy enough to stand even the roughest tumble of wear on the youngsters' beds! Heavy homespun type cotton, striped in rainbow colors. Size about 90x100. EACH **\$2.99**

Reversible Comforters

Combinations of rose, gold, blue or green. Soft and plump and wonderfully light with their wool filling. Covered in gleaming rayon with. Size about 60x70. EACH **\$4.99**

"Heather" Bed Throws

Invitingly warm with a thick wool texture that's cozy as can be! Practical camel color in heather effects. Ends are firmly whipped. About 60"x84". EACH **\$5.25**

"Indian" Blankets

Bright and gay, these colorful blankets for bedding, car use or cheerier throws. Heavy brushed cotton with Indian type designs on backgrounds of blue, green, fawn and dark brown. Ends neatly hemmed, size about 60x90. SPECIAL—EACH—**\$2.50**

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Fine cotton weave from the Wabasso mills! Set comprises one top sheet, finished size about 81x90 inches, and two pillow cases in standard width. Snowy white with border in solid pastel shades, hem-stitched. Borders in peach, green, gold. 3-PIECE SET. **\$3.95**

Luxurious Comforters

Really wonderful—for warmth, lightness, smart appearance! Soft, warm featherdown filling (fine feathers with down)—covered with rich rayon satin on one side and Manning, down-resistant cotton sateen on the other. Rose, gold, green, mauve or blue. About 66x72 inches. EACH **\$12.99**

Bordered White Flannellette Blankets

Seconds—You Save Because of Imperfections so Tiny They Hardly Affect the Wear at All!

Here's the soft, fleecy comfort you'll be wanting as soon as the snow flies! Firmly woven flannellette with a downy nap. Snowy white with pastel borders. Two approximate sizes: 70x90 inches. EACH **\$1.39**80x90 inches. EACH **\$1.49**

T. EATON & CO. LIMITED

Big, thirsty bath towels of spongy cotton terry—in snowy white with pastel stripes. Size about 20x40 inches. SPECIAL—PAIR—**89c**

Striped Towels

Grand towel buy—rugged, hard wearing cotton terry bath towels in practical eucal shade with bright stripes. Size about 20x40 inches. SPECIAL—PAIR—**69c**

Men's Shoes

Comfort and good looks make these handsome oxfords the favorite of students and young business men! Blucher style in black or brown side leather—hard wearing leather shoes. Sizes 6 to 11. SPECIAL—PAIR—**\$2.95**

Footwear, Main Floor

Boys' Boots

Sturdy boots that can take lots of hard wear! Hardy black kip leather uppers and leather soles—grand comfort in every pair! Sizes 1 to 5. SPECIAL—PAIR—**\$2.75**

Men's Worsted Suits

Sturdy mixture of cotton-wool—men's worsted hose in a sky-one knit. Heathers shades of blue, grey and brown. Every pair first quality—sizes 10 1/2 to 11 1/2. SPECIAL, 3 PAIRS **\$1.00**

Semi-Brogue Socks

Popular dress socks for men! Semi-brogue weight—cotton-and-wool mixtures. Smart brogue colors and patterns—first quality. Size 10 to 11. SPECIAL, PAIR, **55c**

Men's Socks Main Floor

Lace Curtains

Here's your opportunity—attractive lace curtains for only a dollar a pair! Rich, Tuscan type curtains in a sunny eucal shade—finishing with deep hem. Size about 20' by 24 yards. PAIR **\$1.00**

Drapery Damask

Rich, shining damask weave in rayon-and-cotton—lovely jewellike tones of red, gold, blue or rose, as well as natural. About 40 inches wide. SPECIAL—YARD **79c**

Drapery Section, Second Floor

Bath Towels

Big, thirsty bath towels of spongy cotton terry—in snowy white with pastel stripes. Size about 20x40 inches. SPECIAL—PAIR—**89c**

Striped Towels

Grand towel buy—rugged, hard wearing cotton terry bath towels in practical eucal shade with bright stripes. Size about 20x40 inches. SPECIAL—PAIR—**69c**

Men's Jackets

Light—yet they resist wind and snow alike! Weatherized cotton in putty shade—windbreaker style with zipper front, raglan shoulders. Sizes 36 to 44. EACH **\$5.95**

—Men's Wear, Main Floor

Boys' Boots

Sturdy boots that can take lots of hard wear! Hardy black kip leather uppers and leather soles—grand comfort in every pair! Sizes 1 to 5. SPECIAL—PAIR—**\$2.75**

Men's Worsted Suits

Sturdy mixture of cotton-wool—men's worsted hose in a sky-one knit. Heathers shades of blue, grey and brown. Every pair first quality—sizes 10 1/2 to 11 1/2. SPECIAL, 3 PAIRS **\$1.00**

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